

# Mildmay Liveable Neighbourhood Consultation Report

---





# Mildmay Liveable Neighbourhood Consultation Report

---

Prepared by:

Steer  
14-21 Rushworth Street  
London SE1 0RB

+44 20 7910 5000  
[www.steergroup.com](http://www.steergroup.com)

Prepared for:

London Borough of Islington  
Islington Town Hall  
Upper Street  
N1 2UD

Our ref: 24556201

## Contents

	<b>Executive Summary</b>	
	Background.....	i
	Consultation findings.....	i
<b>1</b>	<b>Introduction.....</b>	<b>3</b>
	Background.....	3
	Scheme details.....	4
<b>2</b>	<b>Consultation overview .....</b>	<b>5</b>
<b>3</b>	<b>Overall views on the liveable neighbourhood .....</b>	<b>6</b>
<b>4</b>	<b>Views about specific proposals .....</b>	<b>10</b>
<b>5</b>	<b>Consultation activities.....</b>	<b>16</b>
	Online event .....	16
	In-person event .....	17
	Business visits .....	21
	Drop in sessions at Mildmay Library .....	22
	Targeted consultation at assisted living facilities.....	23
<b>6</b>	<b>Emails received .....</b>	<b>24</b>

## Figures

Figure A: Map of the Mildmay Liveable Neighbourhood project area.....	3
Figure B: Respondents' ratings of statements relating to what impact the Mildmay Liveable Neighbourhood proposals would have (all respondents) .....	7
Figure C: Respondents' ratings of statements relating to what impact the Mildmay Liveable Neighbourhood proposals would have (compared by respondents who own or have access to a car or van and those who do not own or have access to a car or van) .....	8

## Tables

Table 4.1: Top twenty code frame comments for all respondents, and whether respondents own or have access to a car or van.....	11
Table 5.1: Online consultation event summary.....	16
Table 5.2: In-person consultation summary.....	17
Table 5.3: Comments raised at business visits / in consultation survey responses.....	21
Table 5.4: Comments raised at Mildmay Library drop-in sessions.....	22
Table 5.5: Comments raised at Mildmay Library drop-in sessions.....	23
Table 6.1: Most frequent comments from coded emails.....	24

## Appendices

- A About the respondents / demographic data**
- B Full open question output**
- C Full email coding output**
- D Consultation events**

# Executive summary

## Background

This report summarises the findings from our analysis of the consultation survey and the feedback provided by individuals at consultation events related to the Mildmay Liveable Neighbourhood proposals.

The consultation period was held between Monday 11<sup>th</sup> September and Sunday 8<sup>th</sup> October 2023. During this period, Steer supported Islington by attending and facilitating consultation events. During the consultation period individuals submitted responses to the survey on the Islington website as well as via paper surveys posted to the Town Hall or the library.

The activities undertaken during the consultation included:

- An online consultation survey with both open and closed questions for respondents to express their views. In total there were 506 responses collected via the online survey (501) and through paper surveys (five).
- An online consultation event held on Monday 25 September 18.30-20.00 (including a questions and answer segment, which continued to 20.15). 31 people attended the online consultation event.
- An in-person consultation event, held on the evening of Wednesday 27 September for two pre-bookable sessions, each lasting 45 minutes. 48 people attended this event.
- 34 businesses local to the Mildmay area were visited. Of these, nine did not engage with officers, and did not separately answer the consultation survey. The remaining 25 businesses provided comments during the visits and/or completed the consultation survey.
- Comments were also received by email to a dedicated project email address, where 58 emails were received in total.
- Drop-in sessions at the Mildmay Library, attended by 10 people.
- A targeted consultation session at two assisted living facilities in the area, attended by 15 people.

## Consultation findings

### About the proposed Liveable Neighbourhood

Respondents to the consultation survey were asked how strongly they agreed or disagreed with statements about the impact of the proposals. The biggest differences are as follows:

- 63% of respondents agreed or strongly agreed that the proposals would **'Make it safer for children to travel to school and/ or play outdoors'**, whilst 24% disagreed or strongly disagreed, and 9% neither agreed nor disagreed.
- 63% of respondents agreed or strongly agreed that the proposals would **'Make the streets safer for people walking, wheeling and cycling'**, whilst 30% disagreed or strongly disagreed, and 6% neither agreed nor disagreed.
- 61% of respondents agreed or strongly agreed that the proposals would **'Help reduce noise pollution from traffic in this area'**, whilst 26% disagreed or strongly disagreed, and 10% neither agreed nor disagreed.
- 61% of respondents agreed or strongly agreed that the proposals would **'Help make the air in the area cleaner'**, whilst 25% disagreed or strongly disagreed, and 10% neither agreed nor disagreed.

- 9% of respondents agreed or strongly agreed that the proposals would **'Make me more likely to use a car, van, motorcycle, taxi or private hire vehicle to get around'**, whilst 60% disagreed or strongly disagreed, and 25% neither agreed nor disagreed.
- 60% of respondents agreed or strongly agreed that the proposals would **'Create a street environment that will help people have good mental health and wellbeing'**, whilst 27% disagreed or strongly disagreed, and 10% neither agreed nor disagreed.
- 59% of respondents agreed or strongly agreed that the proposals would **'Create a street environment that will help people have good physical health and wellbeing'**, whilst 28% disagreed or strongly disagreed, and 9% neither agreed nor disagreed.
- 57% of respondents agreed or strongly agreed that the proposals would **'Make me more likely to walk or cycle to local shops and businesses'**, whilst 30% disagreed or strongly disagreed, and 13% neither agreed nor disagreed.

Generally, respondents who do not own or have access to a car or van had much higher rates of "strongly agree" to the majority of statements, compared to those who own or have access to a car, this was true in both the open and closed question responses.

The three most common comments **in support** of the proposals are:

- Overall in support of the scheme, no further/limited detail provided
- Support due to improved cyclist safety
- Support for the walking / cycling proposals, no further/limited information given

The three most common comments **raising concerns** of the proposals are:

- Opposition to / concern over / suggested changes to the cycle route through Ferntower Road (proposal 5)
- Concern regarding increased congestion on boundary/ neighbouring roads and areas
- Concern about impact on disabled people/ those with learning disabilities / those with limited mobility / those with mental diagnoses

The three most common comments **raising further suggestions** for the proposals are:

- Suggest increasing green space/biodiversity/ensuring green space is attractive
- Suggest the scheme should include greater cycling network improvements (i.e. more / segregated / two way cycleways / safer cycle infrastructure)
- Suggest the scheme should include greater pedestrianisation of streets (e.g. St Jude's St)/ more provision for pedestrian safety

### **About the respondents**

In total there were 506 responses collected via the online survey (501) and through paper surveys (five). 179 (35%) of respondents stated that they were a local resident within the Mildmay Liveable Neighbourhood area and 126 (25%) of respondents stated they were a resident within Islington wards around the project area and 117 (23%) selected that they were Hackney residents around the project area. 11 (2%) of responses to the survey were on behalf of local businesses.

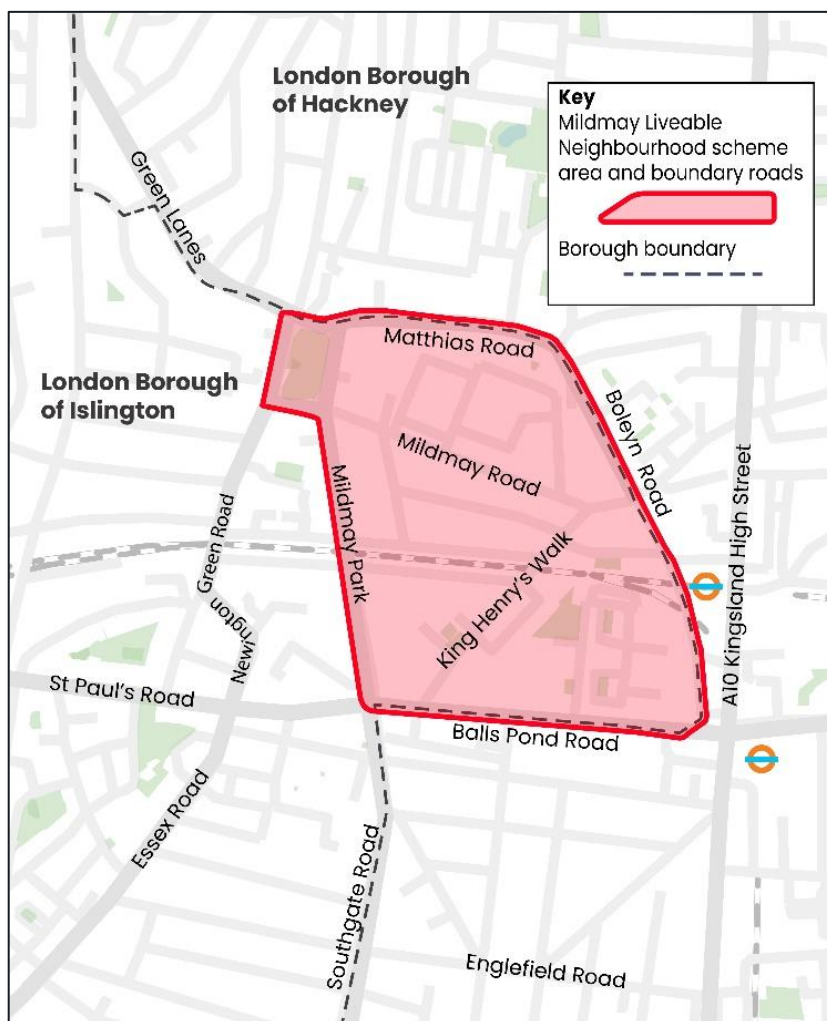
Respondents were asked if they had access to a car or a van. They could answer 'yes' or 'no' or provide no answer. The split is completely even with 253 (50%) answering yes and 253 (50%) answering no. Across Islington, on average 67% of households do not own a car or van or have these available for use, compared to 33% of households where cars or vans are owned or available for use.

# 1 Introduction

## Background

- 1.1 The Mildmay Liveable Neighbourhood (LN) project was announced in February 2020 as Islington's first liveable neighbourhood project. Following delays caused by the covid-19 pandemic the council has been involving local people in the development of the scheme through engagement events since the middle of 2022.
- 1.2 The project will involve a number of changes to streets aimed at improving air quality and making the area greener, safer and easier to walk, cycle, scoot, and use buggies and wheelchairs in the area. The project focuses on the east area of Mildmay ward, between Newington Green and Dalston. A future liveable neighbourhood project will focus on the area west of Newington Green and Green Lanes.

Figure A: Map of the Mildmay Liveable Neighbourhood project area



- 1.3 The scheme involved three phases of engagement and consultation:
- Phase 1: Early engagement to gather ideas from local people on where and how you think we should improve streets and public spaces in the Mildmay project area.
  - Phase 2: Further engagement to get local people’s feedback on initial proposals for the Mildmay Liveable Neighbourhood.
  - Phase 3: Formal consultation on proposed final designs (the current phase).

- 1.4 Steer was commissioned by Islington Council (LBI) to provide support in delivering and facilitating public consultation events and consultation response analysis as part of the Phase 3 consultation for the Mildmay Liveable Neighbourhood.

### Scheme details

- 1.5 In the earlier rounds of engagement conducted in 2022 (Phase 1) and Spring 2023 (Phase 2), overall feedback showed that people wanted to see:

- safer crossings on Newington Green and other main and borough-boundary roads in the area
- more accessible routes for mobility-impaired people, including in the Mayville Estate
- improved air quality, and less traffic on local streets
- greener streets with more trees and planting
- more places to stop, rest and socialise in local streets
- more child-friendly streets around schools in the area
- safer and more joined up cycle routes in the area, including improving Cycleway 1 and linking it to Green Lanes

- 1.6 For this Phase 3 public consultation round, the final draft proposals for the scheme were presented as eight distinct proposal areas. These were:

- Proposal 1: New, greener public space on King Henry’s Walk
- Proposal 2: Child-friendly street improvements outside Newington Green Primary School
- Proposal 3: School Street on St Jude Street to benefit two primary schools
- Proposal 4: New traffic filters to reduce air pollution and road danger
- Proposal 5: Walking and cycling improvements around Newington Green
- Proposal 6: Walking and cycling improvements on Boleyn Road
- Proposal 7: Improvements for walking and cycling on the Mayville Estate
- Proposal 8: New business loading and accessibility improvements on Mildmay Park

- 1.7 A full description of each proposal is provided on the [Mildmay Liveable Neighbourhood engagement webpage](#).

## 2 Consultation overview

- 2.1 During the Mildmay consultation period two advertised consultation events were held; one an online consultation event, and one an in-person consultation session. In addition to these, other events and communications were undertaken to reach as many stakeholders in the area as possible.
- 2.2 The purpose of these events and communications was to hear from a wide range of people about the final draft proposals, to gather meaningful feedback to refine the proposals and support in the decision-making process for the final scheme.
- 2.3 In addition, a consultation survey was available online with paper versions available at request. The survey included 'closed' and 'open' questions which are analysed in this section of the report. Closed questions are those with a discrete set of answers from which survey participants select a response. This includes information from questions asking about the proposals, the demographics of respondents, their travel patterns, and their connection to the area. Some of these questions were optional so not all respondents answered every question; these are displayed as 'No response' in the results. Open questions are those in which free text boxes are provided for respondents to write their own responses.
- 2.4 Some results were also cross tabulated with whether respondents own or have access to a private car or van (Q4).
- 2.5 The activities undertaken during the consultation included:
- An online consultation survey.
  - An online consultation event held on Monday 25 September 18.30-20.00 (including a questions and answer segment, which continued to 20.15).
  - An in-person consultation event, held on the evening of Wednesday 27 September for two pre-bookable sessions, each lasting 45 minutes.
  - Business visits to all local businesses in the scheme area
  - Comments received by email to a dedicated project email address
  - Drop-in sessions at the Mildmay Library.
  - A targeted consultation session at two assisted living facilities in the area.
- 2.6 In addition, the following communications activities were undertaken to promote the consultation:
- Leaflets distributed to addresses in and around the scheme area
  - Posters and trifold boards displayed on streets in and around the Mildmay LN area, and on electronic noticeboards in housing estate blocks where available
  - Communications on social media platforms and council news bulletins
  - Large printed exhibition boards displayed at the Mildmay library throughout the consultation period
  - Door knocking on the Mayville estate to alert people to the consultation
  - On street intercepts around the Newington Green area to distribute leaflets

## 3 Overall views on the liveable neighbourhood

- 3.1 Respondents were asked how strongly they agreed or disagreed with a list of statements about the impact of the Mildmay Liveable Neighbourhood proposals. The full responses are provided in Figure B. The biggest differences in opinion between the “agree or strongly agree” and “disagree or strongly disagree” categories were as follows:
- 63% of respondents agreed or strongly agreed that the proposals would **‘Make it safer for children to travel to school and/ or play outdoors’**, whilst 24% disagreed or strongly disagreed, and 9% neither agreed nor disagreed.
  - 63% of respondents agreed or strongly agreed that the proposals would **‘Make the streets safer for people walking, wheeling and cycling’**, whilst 30% disagreed or strongly disagreed, and 6% neither agreed nor disagreed.
  - 61% of respondents agreed or strongly agreed that the proposals would **‘Help reduce noise pollution from traffic in this area’**, whilst 26% disagreed or strongly disagreed, and 10% neither agreed nor disagreed.
  - 61% of respondents agreed or strongly agreed that the proposals would **‘Help make the air in the area cleaner’**, whilst 25% disagreed or strongly disagreed, and 10% neither agreed nor disagreed.
  - 9% of respondents agreed or strongly agreed that the proposals would **‘Make me more likely to use a car, van, motorcycle, taxi or private hire vehicle to get around’**, whilst 60% disagreed or strongly disagreed, and 25% neither agreed nor disagreed.
- 3.2 Figure C (shown over two-pages) shows the breakdown of these responses by those who selected that they own or have access to a car or van and by those who selected that they don’t own or have access to a car or van respectively.
- 3.3 Generally, respondents who do not own or have access to a car or van had much higher rates of “strongly agree” to the majority of statements, compared to those who do not own or have access to a car.

Figure B: Respondents' ratings of statements relating to what impact the Mildmay Liveable Neighbourhood proposals would have (all respondents)

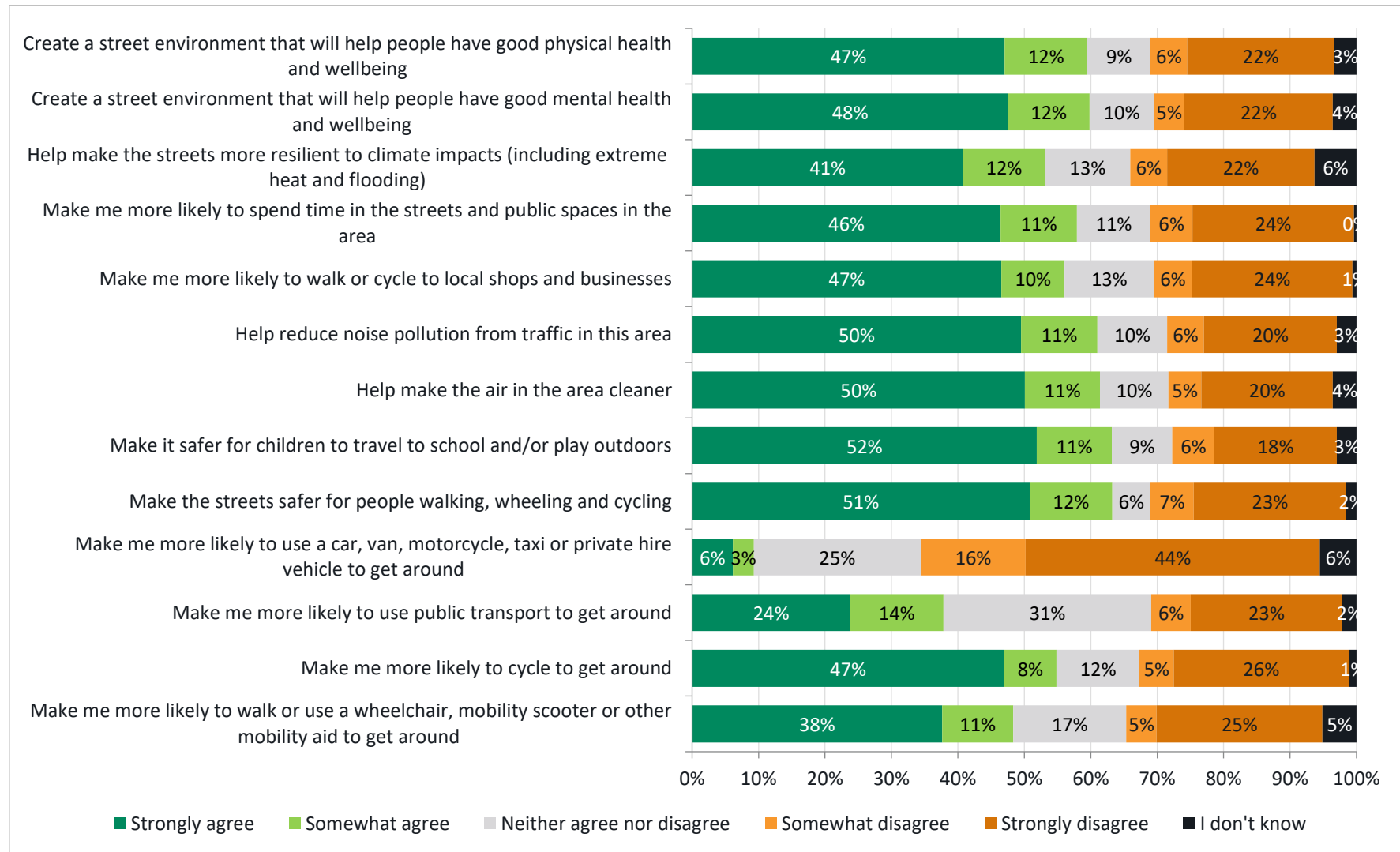
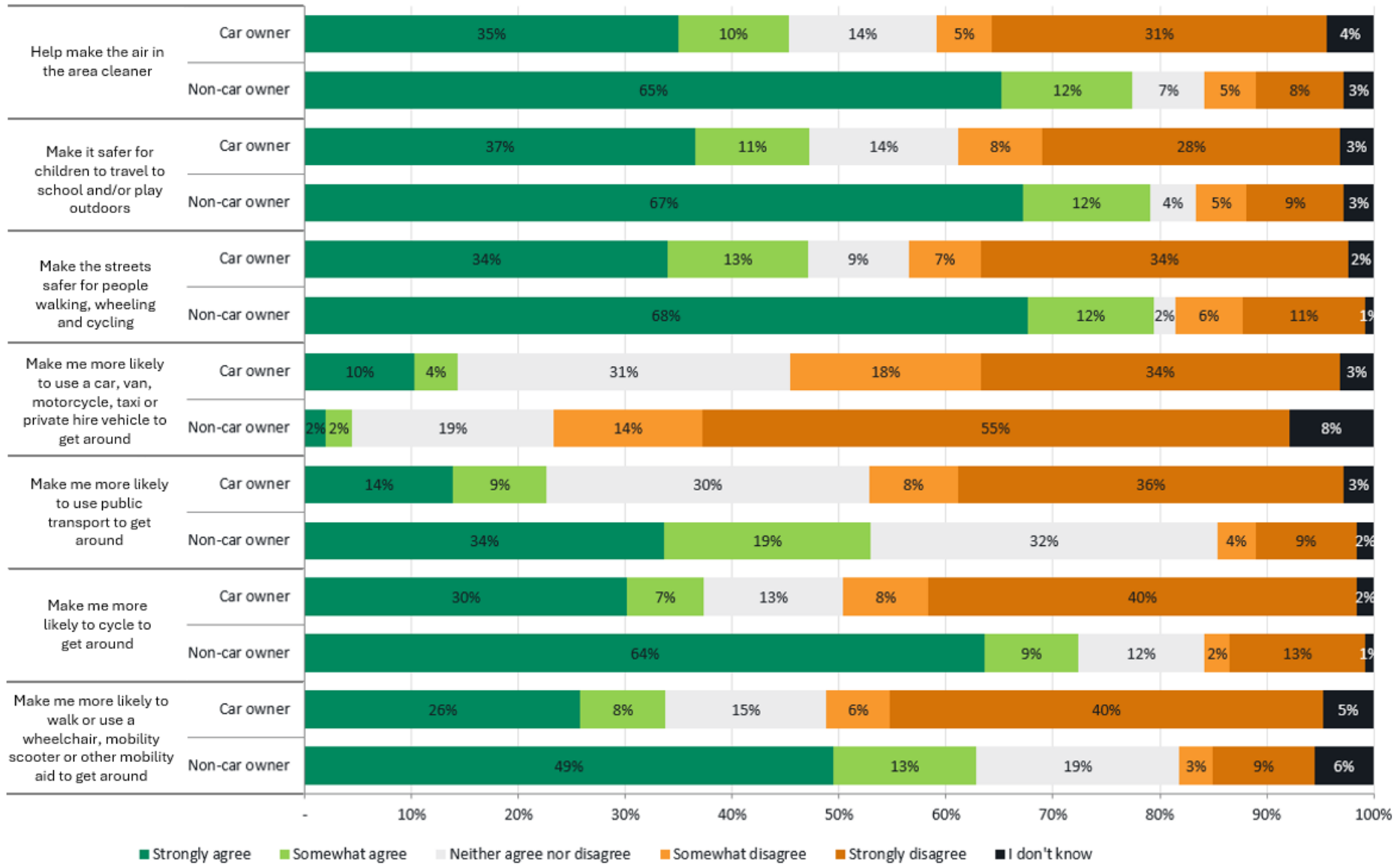
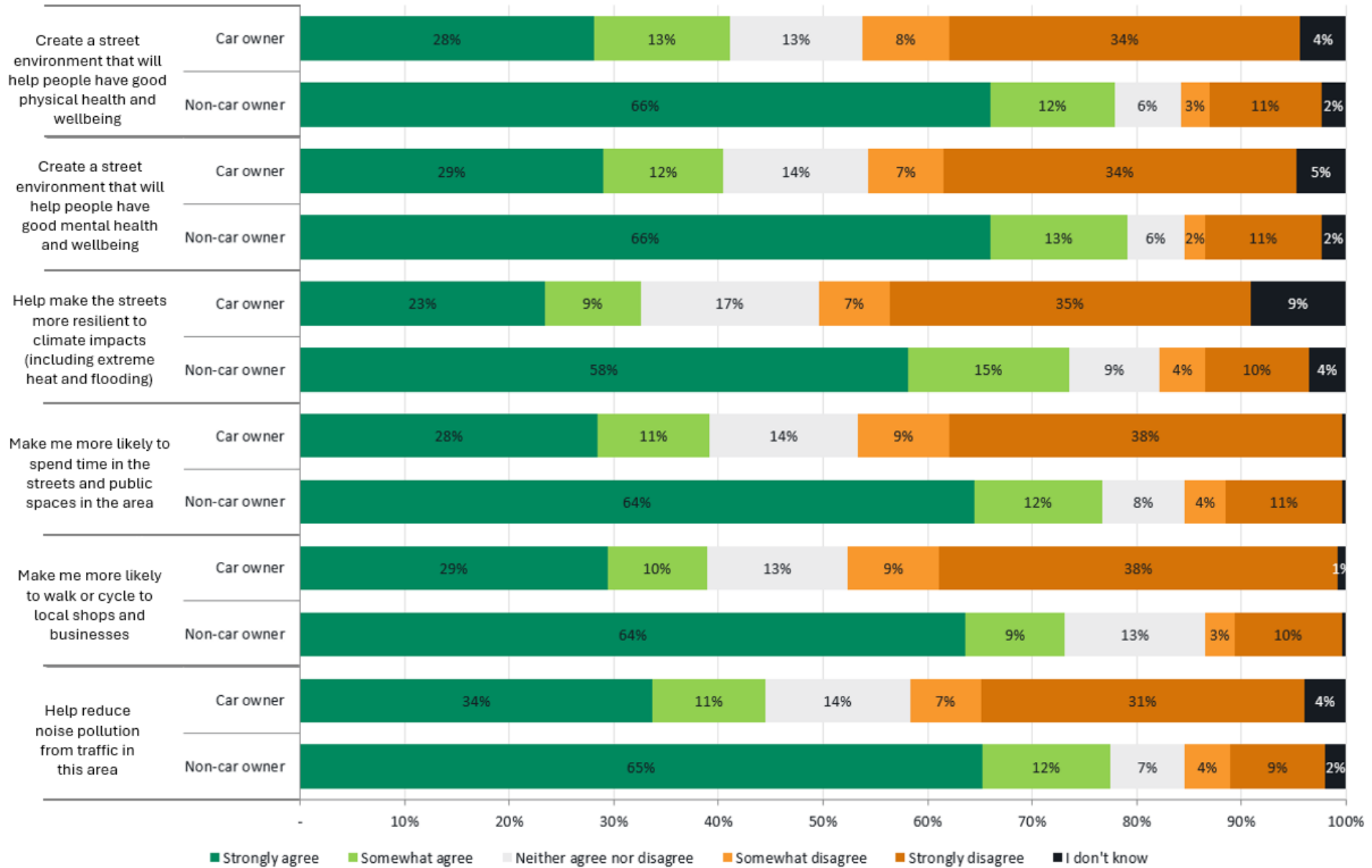


Figure C: Respondents' ratings of statements relating to what impact the Mildmay Liveable Neighbourhood proposals would have (compared by respondents who own or have access to a car or van and those who do not own or have access to a car or van)





## 4 Views about specific proposals

- 4.1 This section presents the survey responses to the eight proposals described in paragraph 1.6 for the area set out during this consultation phase. This section of the report summarises the analysis undertaken on responses to the two open questions in the survey.
- 4.2 Open question analysis works by assigning – or coding – the points made by each respondent to one or more codes within a code frame. Each code is a point raised by respondents in their response. This enables the same or very similar points raised by multiple individuals (and expressed by individuals in a variety of ways) to be categorised within the code frame. From this it is possible to count how many times the same or very similar points have been raised by respondents. Each response was coded to one or multiple codes, depending on the number of points raised by the respondent.
- 4.3 Codes are organised by theme, including for example equality, accessibility, safety, private vehicle traffic. Within each theme, comments are separated into comments of support, opposition, concern, or suggestions.
- 4.4 Respondents were asked two open questions in the consultation questionnaire:
- “Earlier this year we shared initial versions of some of our proposals with you. Following your feedback we have developed these designs further. Please tell us if you have any thoughts about how we can improve these proposals further. These proposals are:
- Proposal 1: New public space on King Henry’s Walk
  - Proposal 2: Child-friendly street improvements outside Newington Green Primary School
  - Proposal 3: School Street on St Jude Street to benefit two primary schools
  - Proposal 4: New traffic filters to create quieter, safer streets”
- 4.5 This question was optional to answer. Of the total 506 responses to the survey, 74 respondents chose not to answer this question.
- “Following your feedback to our initial public engagement earlier this year, we have developed some new draft proposals that we are sharing for the first time. Please tell us if you have any thoughts about how we can improve these proposals further. These proposals are:
- Proposal 5: Walking and cycling improvements around Newington Green
  - Proposal 6: Walking and cycling improvements on Boleyn Road
  - Proposal 7: Improvements for walking and cycling on the Mayville Estate
  - Proposal 8: New business loading and accessibility improvements on Mildmay Park”
- 4.6 This question was optional to answer. Of the total 506 responses to the survey, 70 respondents chose not to answer this question.

### Top twenty codes raised overall

4.7 Table 4.1 highlights the number of respondents making reference to the top 20 codes, as determined by the code frame analysis conducted for the responses to the open questions. Each table also shows how many respondents within those top 20 codes were:

- Respondents who said they owned or had access to a car or van
- Respondents who said they did not own or have access to a car or van

4.8 Of the 506 respondents to the survey, 129 responded to the open questions. Blank responses, and comments which were outside the scope of the question asked or unclear to decipher, have been omitted from the top 20 codes.

**Table 4.1: Top twenty code frame comments for all respondents, and whether respondents own or have access to a car or van**

Rank	Theme	Code	All respondents	Own or have access to car or van	Do not own or have access to a car or van
1	<b>General</b>	Support scheme, no further/limited detail provided	88	32	56
2	<b>Cycling</b>	Opposition to / concern over / suggested changes to the plans for the cycle route through Ferntower Road (proposal 5)	64	33	31
3	<b>Private Vehicle Traffic</b>	Concern that the liveable neighbourhood would result in congestion on boundary/ neighbouring roads and areas	49	36	13
4	<b>Suggested Amendments</b>	Suggest increasing green space/biodiversity/ensuring green space is attractive	31	11	20
5	<b>Suggested Amendments</b>	Suggest the scheme should include greater cycling network improvements (i.e. more / segregated / two-way cycleways / safer cycle infrastructure)	30	10	20
6	<b>Equalities</b>	Concern about impact on disabled people/ those with learning disabilities / those with limited mobility / those with mental diagnoses	20	18	2
7	<b>Vehicle access</b>	Concern that the liveable neighbourhood/traffic filters reduce access for residents, their visitors and/or carers, and those who work in the area	16	15	1
8	<b>Cycling</b>	Support due to improved cyclist safety	16	7	9
9	<b>Pollution</b>	Concern that the liveable neighbourhood would worsen / not improve air quality	16	14	2

Rank	Theme	Code	All respondents	Own or have access to car or van	Do not own or have access to a car or van
10	<b>General</b>	Support for the walking / cycling proposals, no further/limited information given	15	5	10
11	<b>Suggested Amendments</b>	Suggest the scheme should include greater pedestrianisation of streets (e.g. St Jude St)/ more provision for pedestrian safety	14	3	11
12	<b>Policy Context</b>	Concern that scheme is unnecessary as there are not congestion / through-traffic / safety issues	13	12	1
13	<b>Safety</b>	Support as the proposals would make the roads safer	13	7	6
14	<b>Cycling</b>	Concern that people cycle dangerously/speed/on pavements	13	8	5
15	<b>Private Vehicle Traffic</b>	Concern that the liveable neighbourhood will cause longer journeys (e.g. due to detours)	13	13	0
16	<b>Suggested Amendments</b>	Traffic calming measures (e.g. speed cameras, lower speed limits) would be more appropriate than filters	12	5	7
17	<b>Suggested Amendments</b>	Suggest including additional improvements to cleanliness/physical condition of streets/pavements	12	5	7
18	<b>General</b>	Request that the scheme is dropped	11	8	3
19	<b>General</b>	Oppose traffic filters	11	8	3
20	<b>Private Vehicle Traffic</b>	Support as the liveable neighbourhood will reduce traffic / through traffic	11	4	7

### Feedback on each of the eight consultation proposals

4.9 The following section shows a summary of the specific feedback raised in the open questions relating to each of Islington's eight proposals for the Mildmay Liveable Neighbourhood.

#### Proposal 1: New, greener public space on King Henry's Walk

4.10 The following are the most frequent comments which were raised in the survey specifically in relation to proposal 1:

- General support:
  - Support for the public space elements on King Henry's Walk
  - Support for the proposed public space on Queen Margaret's Grove
- Concerns raised:
  - Oppose restricting vehicles on King Henry's Walk
  - Concern that wider pavements around the Railway Tavern will create noise nuisance for residents
  - Concern that permanent seating on King Henry's Walk will encourage street drinking and smoking
- Suggestions:
  - Move the proposed traffic filter on St Jude Street to the junction with King Henry's Walk, to create a public space outside the Railway Tavern
  - Relocate the CS1 cycle route on Kingsbury Road to King Henry's Walk instead
  - Extend the wider pavements further south along King Henry's Walk towards Balls Pond Road

#### Proposal 2: Child-friendly Street improvements outside Newington Green Primary School

4.11 The following are the most frequent comments which were raised in the survey specifically in relation to proposal 2:

- General support:
  - Support for the proposed school street
- Concerns raised:
  - Oppose the scheme as it is not child friendly
  - Concern over cyclist and pedestrian conflict outside the school
  - Concern the proposal will create more traffic on some roads
- Suggestions:
  - Suggest enforcement powers for the school
  - Request cycle parking in the area
  - Opportunity for greening in the area
  - Suggest filtering Mildmay Road is part of the proposal

#### Proposal 3: School Street on St Jude Street to benefit two primary schools

4.12 The following are the most frequent comments which were raised in the survey specifically in relation to proposal 3:

- General support:
  - Support the scheme due to benefits of safety for children
- Concerns raised:

- Concern over removal of parking in the area
- Concern over allowing cycles on the school street
- Suggestions:
  - Request for more low-maintenance planting in the area
  - Request the area to be pedestrianised

*Proposal 4: New traffic filters to reduce air pollution and road danger*

4.13 The following are the most frequent comments which were raised in the survey specifically in relation to proposal 4:

- General support:
  - Support for traffic filtering
- Concerns raised:
  - The proposal would block the only remaining route west along the Islington-Hackney boundary
  - Concern the proposal won't solve air quality issues around Newington Green Primary
  - Concern that the proposal would have negative impacts on deliveries and services
  - View that the proposal would not allow access to some homes just outside the Mildmay area
  - Concern that the traffic will not evaporate
- Suggestions:
  - Request to keep Boleyn Road a two-way road

*Proposal 5: Walking and cycling improvements around Newington Green*

4.14 The following are the most frequent comments which were raised in the survey specifically in relation to proposal 5:

- General support:
  - Support the cycle route proposal across Newington Green and into Ferntower Road
- Concerns raised:
  - Oppose the cycle route proposal across Newington Green and into Ferntower Road
  - View that the proposals are dangerous due to mixing pedestrians and cyclists, children are especially vulnerable
  - Concern cycles would ruin the Ferntower public space and change the already successful space
  - Concern the area would become a cut through for mopeds and e-scooters
- Suggestions:
  - Suggestion to reroute the cycle route along Mildmay Grove North/Mildmay Grove South, Pyrland Road, or Grosvenor Avenue

*Proposal 6: Walking and cycling improvements on Boleyn Road*

4.15 The following are the most frequent comments which were raised in the survey specifically in relation to proposal 6:

- General support:
  - Support the proposals as it would result in traffic reduction on Boleyn Road
  - Support the pedestrian prioritisation element of the proposal

- Concerns raised:
  - View that the proposals to provide an adjacent zebra crossing and a bike crossing are dangerous
  - Concerns that the bus stop placement will have an effect on accessibility
- Suggestions:
  - Conditional support for proposal 6, (subject to proposals 1, 2 and 3 being dropped)
  - Suggestion to move Boleyn Road traffic filter further north to Wordsworth Road

*Proposal 7: Improvements for walking and cycling on the Mayville Estate*

4.16 The following are the most frequent comments which were raised in the survey specifically in relation to proposal 7:

- General support:
  - Support the proposal as it opens up a safe north-south cycling route
- Concerns raised:
  - Oppose the removal of car parking
  - The proposal for the refuse placement reduces the openness of the space on Elton Place, creating concerns over anti-social behaviour
  - Concern about the effect of the proposal on visually impaired people
- Suggestions:
  - Request for more planting and flood prevention measures in the area
  - Request the proposal includes more lighting in the estate

*Proposal 8: New business loading and accessibility improvements on Mildmay Park*

4.17 The following are the most frequent comments which were raised in the survey specifically in relation to proposal 8:

- General support:
  - Support the new proposed loading bay
- Concerns raised:
  - The proposal does not support older people and disabled people

## 5 Consultation activities

### Online event

- 5.1 An online consultation event was advertised by various means including on the Mildmay Liveable Neighbourhood engagement website, and in the leaflet, and people were encouraged to sign up for the session. The session was held on Microsoft Teams on Monday 25 September, 18.30-20.00. 31 people attended the webinar-style meeting. The session provided a forum for attendees to learn about the proposals and provide a comment or ask a question on the proposals verbally in the meeting and live Q&A.
- 5.2 The questions asked and responses provided are provided in full in Appendix A. These have been summarised in Table 5.1.

**Table 5.1: Online consultation event summary**

Theme	Comment
<b>Boleyn Road</b>	<ul style="list-style-type: none"> <li>Concerned about the impact on traffic levels from putting a traffic filter at Boleyn Road.</li> <li>Concern over what will happen to car parking spaces on Boleyn Road.</li> </ul>
<b>Matthias Road</b>	<ul style="list-style-type: none"> <li>Concern that traffic volumes on Matthias Road will not decrease.</li> </ul>
<b>Ferntower Road cycle route</b>	<ul style="list-style-type: none"> <li>Concerned that this element has not been consulted on sufficiently, there was no co-design for this proposal.</li> <li>Concerned over the proposal for a cycle route here as there is not enough space.</li> <li>Concerned over speeding cyclists if the cycle route was to go through the patio public space.</li> <li>Concern over cycle stand placement on Ferntower Road as they will cause conflict for visually impaired people.</li> <li>Ferntower Road is already a successful public space and unsure why the cycle route needs to go through this location.</li> <li>Concern that businesses here have not been told about this proposal until now.</li> <li>The cycle route here will reduce seating in the area.</li> </ul>
<b>Data</b>	<ul style="list-style-type: none"> <li>Questions over where air quality data has come from.</li> <li>Concerns over where the car ownership data has come from.</li> <li>Interested over where the data informing these designs has been collected.</li> </ul>
<b>Lighting</b>	<ul style="list-style-type: none"> <li>Could more lighting be considered around the Mayville estate</li> </ul>
<b>Consultation</b>	<ul style="list-style-type: none"> <li>Curious about the disparity between the people who respond to the consultation and those who are impacted.</li> <li>People said they wanted improved walking and cycling in the previous engagement phase but not traffic filtering.</li> <li>Consultation has been extensive.</li> </ul>

Theme	Comment
<b>Mayville estate</b>	<ul style="list-style-type: none"> <li>• Suggestion that improved safety within the Mayville estate is necessary, to tackle anti-social behaviour, and crime. Budgets would be better spent on tackling that.</li> <li>• Difficulty walking due to puddles and cracked pavements.</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Crossing Mildmay Park is unpleasant as a pedestrian and a cyclist.</li> <li>• A further crossing between Balls Pond Road and Mildmay Grove would help.</li> </ul>
<b>Filtering</b>	<ul style="list-style-type: none"> <li>• Concern that filtering will create increased traffic on Mildmay Grove.</li> <li>• Questions over how people can access their homes.</li> </ul>
<b>Greening</b>	<ul style="list-style-type: none"> <li>• Proposals could include more greening, there is an opportunity at the end of Mildmay Grove North.</li> <li>• Request for a placemaking consultant to be involved to ensure the best possible design for greening in the area.</li> </ul>

### In-person event

- 5.3 An in-person consultation event was held at Newington Green Primary School on Wednesday 27 September. Residents were able to register their interest and time slot preference before being provided one of two slots at the event; 18.30-19.15 or 19.30-20.15. A total of 48 people attended the event.
- 5.4 The comments raised at the event have been collated into themes in Table 5.2 and are provided in Appendix A.

Table 5.2: In-person consultation summary

Theme	Comment
<b>King Henry's Walk public space improvements</b>	<ul style="list-style-type: none"> <li>• Supportive of changes on King Henry's Walk – there are existing issues with traffic/ vehicles travelling very quickly from King Henry's Walk onto Mildmay Grove North. Will be good to have less traffic, slower moving traffic, and an improved road layout.</li> <li>• Concerns about emergency vehicles not being able to go through if planters are in the way.</li> <li>• Concern regarding removal of zebra crossings on King Henry's Walk &amp; Lady Mildmay crossing.</li> <li>• Concerns that traffic on Balls Pond Road will come to a standstill.</li> <li>• Expand public area – to create more room for pedestrians, tables &amp; chairs. Seems a missed opportunity.</li> <li>• Trees have been cut down, would like them/ greening to be reinstated.</li> <li>• Lots of properties that were previously commercial are now residential - feels as though the scheme is designed for commercial space and not benefitting residential.</li> <li>• Communal bins – Move to Queen Margaret Grove or opposite pub on St Jude Street.</li> </ul>
<b>Child-friendly improvements outside Newington Green Primary School</b>	<ul style="list-style-type: none"> <li>• Who will benefit from wider pavements? Would rather funds be spent on pavement repairs.</li> <li>• Concern over putting cycle route through school street – conflict with children (cyclists will travel fast particularly in absence of cars).</li> <li>• Realign Wolsey Road further to the east so that more greening seating can be added outside 121 Mildmay Road.</li> </ul>

Theme	Comment
	<ul style="list-style-type: none"> <li>• Supportive of school entrance move.</li> <li>• Keep resident bays rather than car club bays.</li> </ul>
<b>St Jude Street school street</b>	<ul style="list-style-type: none"> <li>• Concern regarding emergency vehicle access – either restricted or delayed</li> <li>• Bollards are disliked.</li> <li>• St Paul's Road may be blocked 24/7.</li> <li>• Concerns about signage for "through street" access - should make it clear that emergency vehicles can go through</li> </ul>
<b>New filters to create quieter, safer streets</b>	<ul style="list-style-type: none"> <li>• Creating longer journey times leads to more pollution. Creating "engineers congestion" which causes issues for residents.</li> <li>• There is a need to deter cars, but LTNs are not achieving this.</li> <li>• These changes need a whole-London approach rather than a borough-by-borough approach.</li> <li>• Too drastic and makes residents want to leave the neighbourhood.</li> <li>• Feelings of being controlled/ travel behaviour being decided for them.</li> <li>• Concerned that traffic is already heavy on Mildmay Park, filter would redirect additional traffic to Mildmay Park.</li> <li>• School experiences high levels of traffic and pollution all day (not just during peak hours).</li> <li>• By diverting route from Matthias Road, fumes are funnelled into school</li> <li>• Claim that people get into accidents with cyclists regularly.</li> <li>• Weight restrictions can pose an issue (e.g. for large service/emergency vehicles).</li> <li>• More information on Blue Badge exemption policy required.</li> </ul>
<b>Walking &amp; cycling improvements around Newington Green</b>	<ul style="list-style-type: none"> <li>• Traffic needs to be calmed.</li> <li>• Existing cycle lanes are not used by cyclists.</li> <li>• Replace zebra crossings with pelican crossings at Newington Green junction.</li> <li>• Suggestion for a traffic filter across Mildmay Grove instead of a zebra crossing to restrict traffic flow.</li> <li>• Concern that Newington Green cycleway prioritises cyclists at expense of pedestrians.</li> <li>• In favour of zebra crossing and loading bay space on eastern end.</li> <li>• Concern for safety as a cyclist on this route around Newington Green- not confident cars would see them and stop.</li> <li>• View that not enough has been done to improve safety on Matthias Road crossing of Newington Green.</li> <li>• Concern regarding Lady Mildmay junction design: concern about removing the zebra crossing. Concern that this is an overly complicated junction and that some elements should be removed. Suggestion to fully close the junction to motor vehicles.</li> <li>• Felt that design of cycleway and Newington Green in general is still heavily engineered for traffic, confusing for all modes. Alternative suggestion to make a single lane contraflow where proposed lane is, and another lane the other side. Noted that the bus stand is not currently used.</li> <li>• Outside 'Shine' - Raise zebra crossing – poor visibility for vehicles to see pedestrians and vehicles come through fast. Blind spot at junction with Matthias Road.</li> <li>• Improve lighting especially near to crossings.</li> <li>• Concerns re speed and suggestion for 20mph zone to extend further south along A105 and be enforced by – they are successful further north up the road. Not adequate crossing facilities to south of Ferntower Road.</li> </ul>

Theme	Comment
	<ul style="list-style-type: none"> <li>• Mildmay Park crossing improvements very much needed. Lots of accidents at Mildmay Grove North, need to slow down vehicles. This location is really poor for pedestrians, add traffic lights.</li> </ul>
<b>Cycling access to Ferntower Road</b>	<ul style="list-style-type: none"> <li>• Concerns re cyclist speed and conflict. Cyclists already not following 'rules' so why formalise it and ruin the space and encourage speed.</li> <li>• Add cyclists' traffic lights and signage to make pedestrians feel safer.</li> <li>• Suggestion if this is implemented that speed bumps are introduced on the cycle track to monitor speed, and that it is not signed as part of a strategic cycle route.</li> <li>• The proposal would detract from conservation area.</li> <li>• Object to the principle and the lack of engagement on this element of the scheme.</li> <li>• Concern about shops losing parking spaces and removal of benches that are well used.</li> <li>• Running a cycle route through the well-used pedestrian area would ruin it and pose safety risk.</li> <li>• Suggestion to adjust curb height on Ferntower Road to the existing pedestrianised section so it's more accessible.</li> <li>• Existing risks for pedestrians crossing due to tree - would like this to be chopped down/ trimmed/ continued maintenance of foliage and trees.</li> <li>• Concerns about reducing planter sizes.</li> <li>• General recognition and some support that an east-west cycle connection is needed, but preference for it to go further south or north. Other options included, going up Boleyn Road, Matthias Road, Mildmay Grove North/South and Grosvenor Avenue, or Green Lanes. Alternatives also suggested through the construction site to the south of Newington Green, linking Mildmay Park with A105.</li> <li>• Suggestion to remove parking for a cycle lane on Green Lanes.</li> <li>• Concern about the environmental impact of digging up a fairly recent scheme in terms of CO2 wasted.</li> <li>• Suggestion for improved lighting in the location and desire to ensure cars travel 20mph. Ensure delineation between cycle route and pedestrians if going ahead e.g. Highbury Corner.</li> <li>• Qualified support if cycle route is made more visible. It will formalise what is already happening. Add measures to slow cyclists e.g. rumble strips between the planters where peds wouldn't walk on them, or thinner routes with more horizontal deflection.</li> <li>• Original plans for landscaping the patio area recommended against a cycle track through the space.</li> </ul>
<b>Walking &amp; cycling improvements on Boleyn Road</b>	<ul style="list-style-type: none"> <li>• Few opportunities to turn. Strong case for creating a left turn at Dalston Junction.</li> <li>• Pushing traffic towards Dalston pinch point - which was Hackney Council's strategy -has not worked.</li> <li>• Scheme not needed, funding would be better used elsewhere.</li> <li>• Suggestion for improvements around junction of Boleyn Road and Crossways: narrowing Crossways and using continuous crossing/materials to communicate that this is closed to through traffic.</li> <li>• Suggestion that if Newington Green school entrance is moved, traffic on Matthias Road will decrease and therefore negate the need for the proposals on Boleyn Road.</li> </ul>

Theme	Comment
<b>Walking and cycling improvements on the Mayville Estate</b>	<ul style="list-style-type: none"> <li>Woodville Road – pedestrians and cyclists and buggies come from here, trees are overgrown, pavements bad and being ignored – this is more important than a new scheme.</li> </ul>
<b>Business loading on Mildmay Grove North by Mildmay Park</b>	<ul style="list-style-type: none"> <li>Query as to why this is included as it doesn't help pedestrians.</li> </ul>
<b>Balls Pond Road</b>	<ul style="list-style-type: none"> <li>Opposes the removal of the bus lane to create the two-way cycle track for Cycleway 1 View that road is considerably polluted.</li> <li>Already too much traffic and will be worse here when the scheme is introduced increasing pollution across the neighbourhood as a whole.</li> <li>No left turn onto Kingsland High Street has resulted in higher traffic through Newington Green and King Henry's Walk.</li> </ul>
<b>General</b>	<ul style="list-style-type: none"> <li>Mildmay Grove North junction with Grosvenor Ave is a very dangerous junction, with very fast traffic.</li> <li>Lighting poor on Mildmay Park.</li> <li>Concerns about impact on house sales for residents within filtered area.</li> <li>Suggestion to move car club space to Queen Margarets Grove.</li> <li>Concern about match day impact at Emirates.</li> <li>Concern about construction programme and keeping residents up to date.</li> <li>Concern regarding consultation, some not been aware of previous rounds, especially Ferntower Road proposals.</li> <li>Budget would be better used for Newington Green green spaces.</li> </ul>
<b>Evidence of benefits</b>	<ul style="list-style-type: none"> <li>Need empirical data to understand overall benefits of liveable neighbourhoods.</li> <li>Concern that low income residents from polluted areas will suffer more pollution, whereas residents from wealthy areas will benefit from the peace and quiet.</li> <li>Question the overall costs/benefits of filtering roads to traffic, displacing it to boundary roads. Making journeys more inefficient will disproportionately affect some groups (e.g.) people with kids.</li> <li>Monitoring pollution traffic levels is important. Keen to understand council monitoring plan and future review points.</li> <li>Pollution argument for LTNs contested due to displacement of traffic.</li> </ul>
<b>Blue badge car parking</b>	<ul style="list-style-type: none"> <li>There should be camera enforcement at all blue badge parking spaces so that people without blue badges do not abuse them</li> </ul>
<b>Hire bikes</b>	<ul style="list-style-type: none"> <li>Should have designated bays so they are not dumped everywhere.</li> </ul>
<b>Buses</b>	<ul style="list-style-type: none"> <li>Don't need as many bus routes coming through Newington Green – too much pollution.</li> </ul>
<b>Pavement condition</b>	<ul style="list-style-type: none"> <li>Poor quality pavements in Mildmay – have reported them before to the council but no changes have been made yet. Causes danger for wheelchair users.</li> <li>Better pavement conditions needed on Ferntower Road and Mildmay Park.</li> </ul>
<b>Working with Hackney Council</b>	<ul style="list-style-type: none"> <li>On the A10, nowhere for LGV/HGVs to go. Vehicles will be channelled into Matthias Road which faces extra obstruction with the cycle lanes. Vehicles</li> </ul>

Theme	Comment
	<p>need access to these routes for necessity, e.g. travelling to/from Essex. Have there been talks with TfL about prohibited roads?</p> <ul style="list-style-type: none"> <li>• How much cooperation is there with Hackney Council to coordinate ease of Northbound journeys for emergency/schools/health related vehicles?</li> <li>• Need for general liaison with Hackney to ensure impacts are coordinated.</li> </ul>

## Business visits

5.5 During the consultation period, the Council visited 34 local businesses. Of these, nine did not engage with officers, and did not separately answer the consultation survey. From the remaining 25 businesses who did engage with officers or answer the consultation survey, a summary of the comments raised during these visits are set out in Table 5.3 below.

**Table 5.3: Comments raised at business visits / in consultation survey responses**

Street location	Summary of comments from businesses	Number of businesses which made each comment
<b>King Henry's Walk (6 businesses commented)</b>	Preference for works to be completed in the winter period, to not disrupt summer trade	3
	Concern that proposed loading facilities are inadequate	3
	General support for the proposals	2
	Suggest improved commercial waste solution	2
	Concern that proposals would reduce custom from drivers	2
	Suggestion for licensed outdoor tables and chairs for use by businesses	2
	Opposed to the scheme due to impact on customer access	2
	Suggest staff vehicles are provided exemptions to the traffic filters	1
	Suggest additional trees	1
<b>Boleyn Road (3 businesses responded)</b>	No concerns about the proposals	1
	Opposed to the scheme due to impact on deliveries to premises	1
	Opposed to the scheme due to impact on customer access	1
	Concern at safety of traffic conducting u-turns on Boleyn Road north of proposed bus gate	1
	Suggest widening north end of Boleyn Road to reduce congestion	1
<b>Mildmay Park (2 businesses commented)</b>	Very supportive of loading bay on Mildmay Grove North; would like implemented as soon as possible.	1
	Supportive of pavement buildout and new cycle parking on Mildmay Road	1

Street location	Summary of comments from businesses	Number of businesses which made each comment
<b>Newington Green (14 businesses responded)</b>	Support improvements to western zebra crossing	5
	Support for clearer loading restrictions at the parking bay south of the western zebra crossing	5
	Support improvements to north east zebra crossing	3
	Support raising the zebra crossings around south side of Newington Green	3
	Support formal cycle track on Ferntower Road	2
	Oppose formal cycle track on Ferntower Road	2
	Suggestion for licensed outdoor tables and chairs for use by businesses on Ferntower Road	2
	Support additional footway space at west end of Ferntower Road space	1
	Suggest a cycling shared space area through Ferntower Road space, instead of formal cycle track	1
	General support for proposals	1
	Suggest fleet vehicles are exempted from traffic filters to make local deliveries	1
	Suggest resurfacing carriageway around Newington Green	1
	Concern that streets with less traffic are less safe for pedestrians to walk on due to fear of crime	1
	Concern that the scheme could delay buses	1

## Drop in sessions at Mildmay Library

5.6 The council held two drop-in events at Mildmay Library on Thursday 14 September from 10.30am-12pm and Friday 21 September from 5-7pm, to give people an opportunity to ask questions on the proposals and give their views. Ten people attended these events. A summary of the comments raised during these events is set out in Table 5.4 below.

**Table 5.4: Comments raised at Mildmay Library drop-in sessions**

Theme	Comment
<b>General support for proposals</b>	<ul style="list-style-type: none"> <li>Support for measures to encourage active travel and shift away from vehicular travel, in favour of the proposals.</li> <li>General support for proposals (no further comments).</li> </ul>
<b>Queen Margaret Grove proposals</b>	<ul style="list-style-type: none"> <li>Suggestion that proposed public space on Queen Margaret Grove might attract anti-social behaviour.</li> <li>Suggestion that Queen Margaret Grove is too congested during School Street hours.</li> </ul>
<b>Newington Green / Ferntower Road proposals</b>	<ul style="list-style-type: none"> <li>Concern that creating cycle access would be detrimental to the existing community seating space and lead to speeding cyclists.</li> </ul>

Theme	Comment
	<ul style="list-style-type: none"> <li>Suggestion that public communications about the consultation were misleading and did not make clear that proposals to Ferntower Road were included.</li> </ul>
<b>Air quality</b>	<ul style="list-style-type: none"> <li>Support for the project's policy objectives to improve air quality.</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>Would prefer a stronger focus on making pavements accessible.</li> </ul>

## Targeted consultation at assisted living facilities

5.7 The council met with residents at two residential assisted living facilities in Mildmay on Friday 22 September, to give people an opportunity to ask questions on the proposals and give their views. 15 people attended. A summary of the comments raised during these sessions is set out in Table 5.5 below.

**Table 5.5: Comments raised at Mildmay Library drop-in sessions**

Theme	Comment
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>Support for measures to make pavements in the area smoother and with fewer obstacles, to make walking and wheeling around easier for people whose mobility is impaired.</li> </ul>
<b>Mildmay Park</b>	<ul style="list-style-type: none"> <li>Suggested locations for pavement improvements on Mildmay Park.</li> <li>Crossing facilities on Mildmay Park should be improved.</li> </ul>
<b>Bus travel</b>	<ul style="list-style-type: none"> <li>Buses should pull in closer to stops to make it easier to board and alight.</li> </ul>

## 6 Emails received

6.1 Table 6.1 uses the same coding method as above for emails received by Islington about the scheme during the consultation period. 58 emails were received in total. The most frequent codes are presented below. The full outputs from the email coding are provided in Appendix D.

**Table 6.1: Most frequent comments from coded emails**

Ranking	Theme	Code	Number of respondents
1	General	Concern that recently installed planting and seating would be removed/ ruined	13
2	Cycling	Opposition to / concern over the cycle route through Ferntower Road (proposal 5)	13
3	Equalities	Concern about impact on younger people/children	11
4	Cycling	Concern that people cycle dangerously/speed/on pavements	11
5	Cycling	Concern cycling routes are dangerous for pedestrians	10
6	Economy	Concern about reduced footfall / access to/space outside local businesses	10
7	Other	Requests for information	9
8	Cycling	Concern there will be too many different users on the Boleyn Road or Newington Green cycle lanes	9
9	Consultation	Concern that the schemes affect Hackney residents who have not been consulted on the proposals	8
10	Private Vehicle Traffic	Concern that the liveable neighbourhood will increase congestion / cause longer journeys (e.g. due to detours)	8
11	Local Environment	Concern the proposals reduce green space	7
12	Cycling	Concern cyclists would cut through pedestrian paths	7
13	Consultation	Concern about lack of consultation on Proposal 5	6
14	Consultation	Concern accurate information was not adequately shared	6
15	Other	View that changes are a 'money-making' scheme/waste of money	5
16	Equalities	Concern about impact on disabled people/ those with learning disabilities / those with limited mobility / those with mental diagnoses	5
17	Walking	Opposition to replacement of zebra crossings with informal crossings	5

Ranking	Theme	Code	Number of respondents
18	Walking	View that pedestrian spaces would be ruined whilst prioritising cycle lanes	5
19	Cycling	Concern that the liveable neighbourhood does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	5
20	Public Transport	View that bus journey times could increase due to increased congestion	5

### Stakeholder group responses

6.2 In addition to responses to the survey, two responses from stakeholder groups were received by email. The responses received were from:

- Islington Living Streets
- Cycle Islington and Hackney Cycling Campaign (a joint submission from both parties)

6.3 The main points raised in each response are summarised in this section.

#### *Islington Living Streets*

6.4 Islington Living Streets expressed strong support for the Mildmay Liveable Neighbourhood overall to create a better environment for pedestrians, and made the following suggestions for improvements to the proposals:

##### Proposal 1:

- Creation of a green corridor along King Henry's Walk via St Margaret's Grove and Mildmay Road to Newington Green.
- Larger space at the junction of Queen Margaret Grove.

##### Proposal 2:

- Support proposals but concerned by the loss of pedestrian crossing on west end of Mildmay Grove.
- Suggest road closed to motor traffic at its junction with Newington Green, with access via Mildmay Grove North and South.

##### Proposal 3:

- Strongly support.

##### Proposal 4:

- Include a traffic filter on Mildmay Road at the junction with Newington Green.
- Suggest improvements to the design of the filter on St Jude St with more planting.

##### Proposal 5:

- Move cycle lane to the south of the space.
- making the Mildmay Grove North/Grosvenor Avenue the main east/west cycle route through Mildmay.
- Support proposals for an improved junction where Matthias Road joins Newington Green.

##### Proposal 6:

- Support proposals but unsure of need for bus stop bypass, request funding spent on more greening.

##### Proposal 7:

- Strongly support proposals on King Henry Street next to Conrad House.
- Suggest further improvement of the links through Mayville Estate from Matthias Road to Mildmay Road.

6.5 In addition, the email mentioned that Mildmay Park suffers from speeding traffic and a lack of pedestrian crossings. Islington Living Streets would like to see:

- a courtesy pedestrian crossing by Mildmay Grove South; this is on a pedestrian desire line and pedestrians already cross here;
- a 20mph speed enforcement camera on Mildmay Park;
- 24-hour application of the bus lanes;
- the removal of car parking just south of the library.

#### ***Cycle Islington and Hackney Cycling Campaign***

6.6 Cycling Islington and Hackney Cycling Campaign expressed overall support for the proposals, and made the following points on the specific proposals:

##### Proposal 1:

- Support proposals and the removal of car parking and increase in cycle parking.
- Suggest considering a local location for OurBike cargo bike service.
- Support public seating area and request consulting an Urban Realm specialist to enhance design.
- Request council ensure all cycle hangar requests from residents of King Henry's Walk and surrounding area are dealt with or earmarked.

##### Proposal 2:

- Support proposal to reduce traffic and dangerous driving near Newington Green Primary School.
- Suggest working with LB Hackney to plant more greenery to stop pavement parking and to ensure scheme is cohesive across the borough boundary.
- Request council ensure all cycle hangar requests from residents of Mildmay Road and surrounding area are dealt with or earmarked.

##### Proposal 3:

- Support proposal to introduce a school street covering St Jude Street and the removal of width restrictions, as well as the new traffic filter.

##### Proposal 4:

- Welcome the new filters to rebalance how traffic is directed through the area so that local residents benefit from quieter and safer streets and cleaner air.
- Suggest trial closure of the junction of Mildmay Park and Mildmay Road (with emergency service access).
- Underwhelmed by filter on St Jude Street – it should take advantage of the opportunity to install permanent sustainable drainage in the carriageway that it is as sympathetic to the neighbourhood as possible.
- Suggest narrowing Mildmay Road at the junction giving priority to oncoming vehicles to slow down traffic.
- Suggest making Mildmay Grove North two-way for cycling, removing parking on the railway side of the road to accommodate.

##### Proposal 5:

- Suggest making design more forgiving so that cycling is permitted mostly on one side of this pedestrian space (e.g. adjacent to the fish bar), rather than straight through the middle of it and delineated by being paved in asphalt.
- If Council does not progress with cycle track across bottom of Newington Green, request an alternative safe proposal for cycling of all ages, specifically a two-way cycle track along Mildmay Grove North by removing all the car parking.

- Underwhelmed by the plans for the junction of Matthias Road and Newington Green.
- Road danger could be more effectively reduced by extending the pavement outside of the shops on the north side and tightening it to become a T-junction.

Proposal 6:

- Fully support the proposal to improve cycling safety along Boleyn Road and appreciate the joint work of Islington and Hackney officers on this design.
- Suggest there is an opportunity to install safer early-stage lights at the junction of Boleyn Road and Crossway.

Proposal 7:

- Support improvements put forward on the estate and especially the design to improve permeability for cyclists onto King Henry Street adjacent to Conrad House.
- Suggest redesign and/or replace the barrier which is never used at Matthias Road and Patmore House / Congreve House to make it easier for cyclists and pedestrians to enter and exit the estate.

6.7 In addition, the email from Cycle Islington and Hackney Cycling Campaign expressed concern about the boundary roads of Mildmay Park and Balls Pond Road, and specifically requested the following along Mildmay Park:

- A northbound cycle track;
- Replace speed cushions on Mildmay Park with cycle friendly speed humps;
- Install a 20mph speed camera on Mildmay Park;
- Remove car parking on northbound carriageway on Mildmay Road outside Holiday House;
- Advanced stop lines and early-stage lights at Mildmay Park j/w Southgate Road;
- 24/7 operating hours of the northbound and southbound bus lane on Mildmay Park.

6.8 The following points were raised in relation to the current Cycleway 1 diversion for the closed Kingsbury Bridge:

- Ball's Pond Road is not appropriate for all age cycling, including the right turn into King Henry's Walk;
- King Henry's Walk is a busy road (with poor surface and road markings) and is not appropriate for all-age cycling;
- The Ball's Pond Road cycle lane was installed after many years and long delays. Bypassing this section for an indefinite period would be very unfortunate.

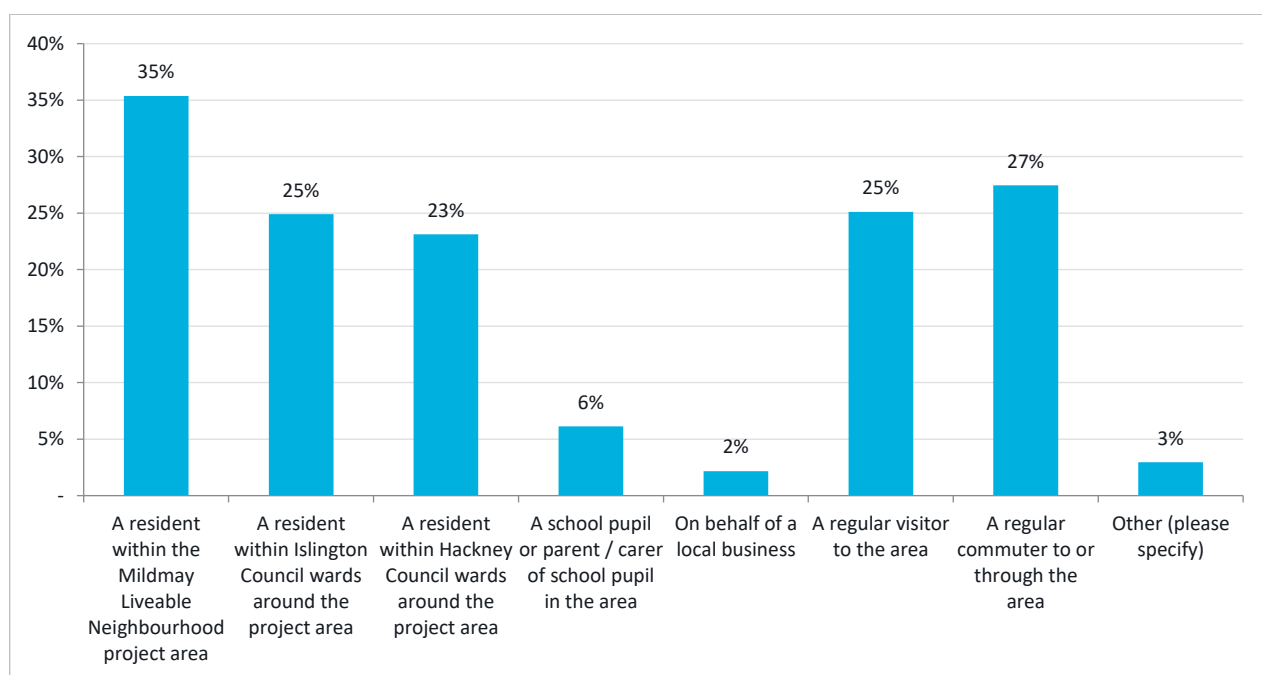
# Appendices

# Appendix A: About the respondents / demographic data

## About the respondents

- A.1 Overall, 506 responses were submitted to the consultation survey. Five responses were submitted via paper surveys, the others were submitted online.
- A.2 Respondents were asked in what capacity they were responding to the survey. 179 (35%) of respondents stated that they were a local resident within the Mildmay Liveable Neighbourhood area. 126 (25%) of respondents stated they were a resident within Islington wards around the project area and 117 (23%) selected that they were Hackney residents around the project area. 127 (25%) of respondents stated that they were a regular visitor to the area and 139 (27%) regular commuters through the area. 31 respondents (6%) selected that they were a school pupil or parent/ carer of a school pupil in the area. Only 11 (2%) of responses to the survey were on behalf of local businesses.
- A.3 Respondents were able to select more than one category, such as being a resident as well as business owner and therefore the total number of responses to each category are greater than compared to the total number of respondents to the survey. Percentages are calculated against the total number of respondents to the survey and not the number of responses to the question.

Figure A .1: Respondents' connection to the area

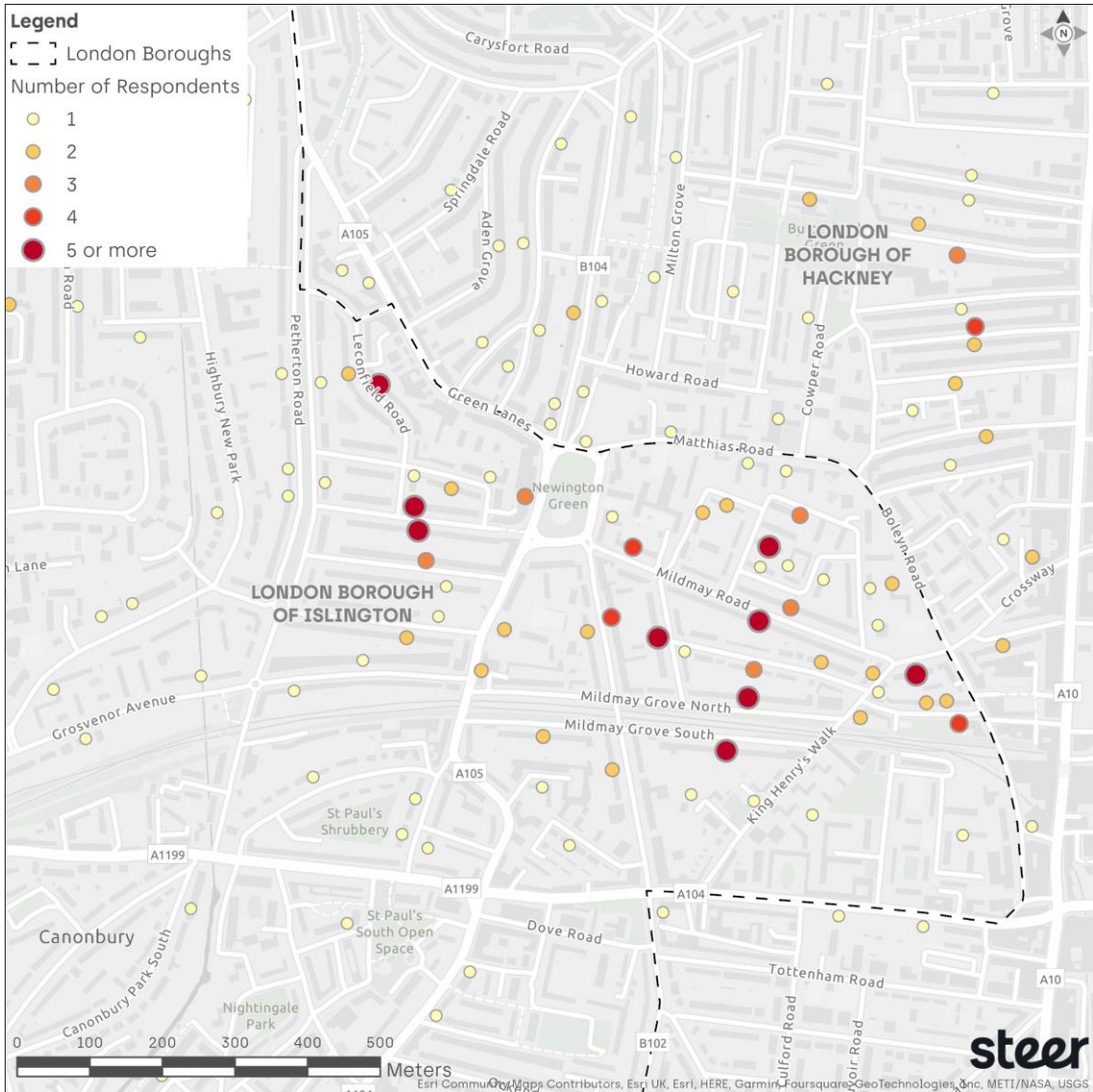


Number of respondents: 506

### Home postcodes

A.4 In addition to respondents selecting their connection to the area, respondents were also asked their home postcode. Providing a postcode was optional, and so Figure A.2 does not present a comprehensive picture of the home location of all respondents.

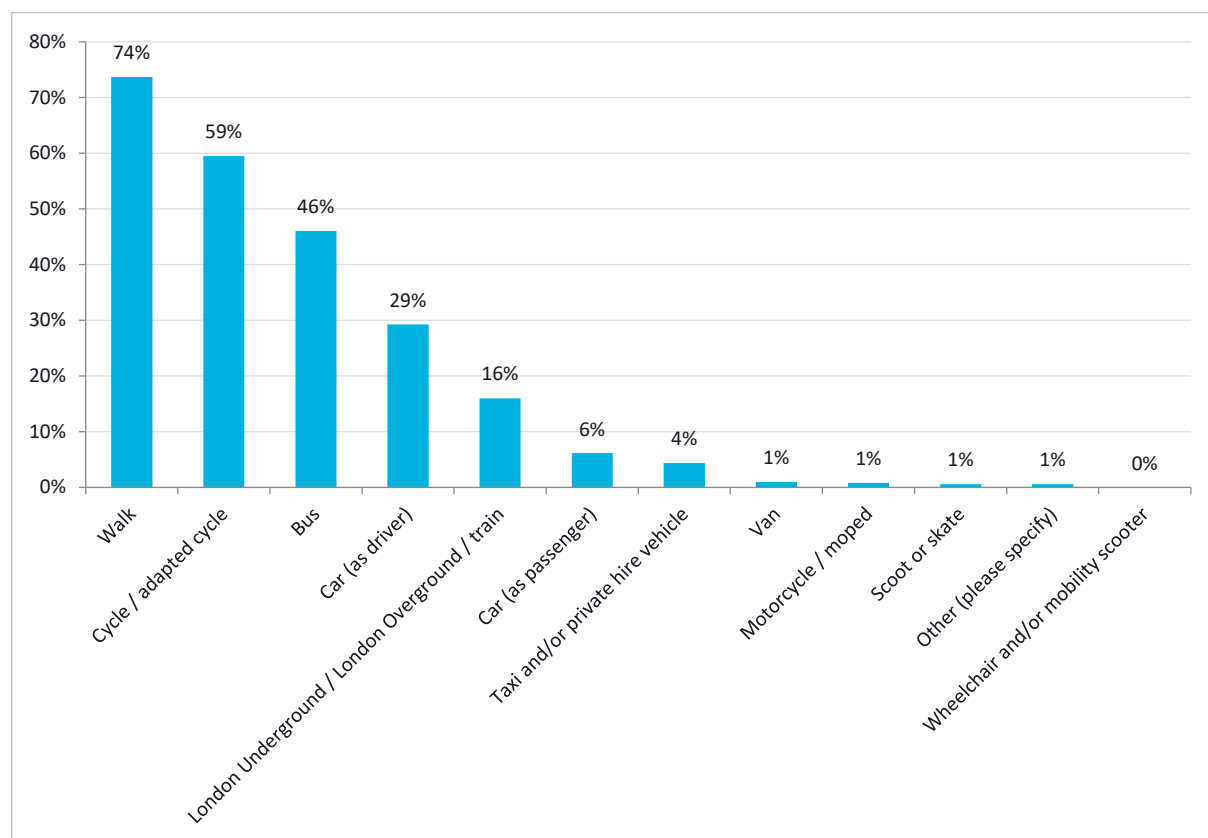
Figure A.2: Mapped home postcodes of respondents



## Main mode(s) of travel

A.5 Respondents were asked how they usually travel to/from and around the Mildmay area (respondents were able to select up to five options). 373 (74%) stated that they walk around the area, 301 (59%) cycle, 233 (46%) use the bus, 81 (16%) use the underground, overground or train, and 148 (29%) use a car as a driver. Percentages are calculated against the total number of respondents to the survey, and not the number of responses to the question.

Figure A.3: Respondents' travel patterns

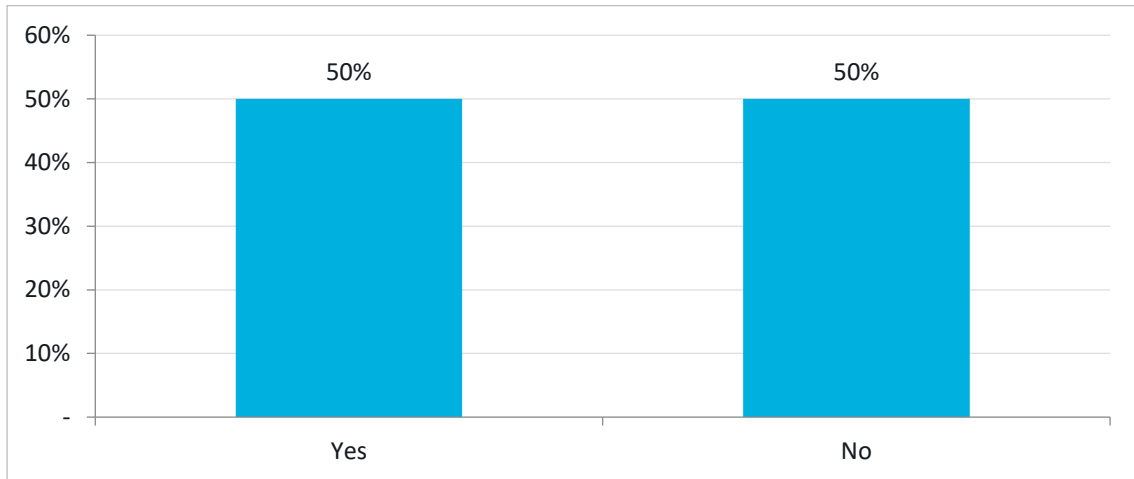


Number of respondents: 506. NB – Percentages do not add to 100% as respondents could select up to three options.

### Access to a car or van

A.6 Respondents were asked if they own or have access to a private car or van. Respondents could answer 'yes' or 'no' or provide no answer. The split is completely even with 253 (50%) answering yes and 253 (50%) answering no.

Figure A.4: Respondents access to a car or van



Number of respondents: 506

### Demographics

Figure A.5: What is your age group?

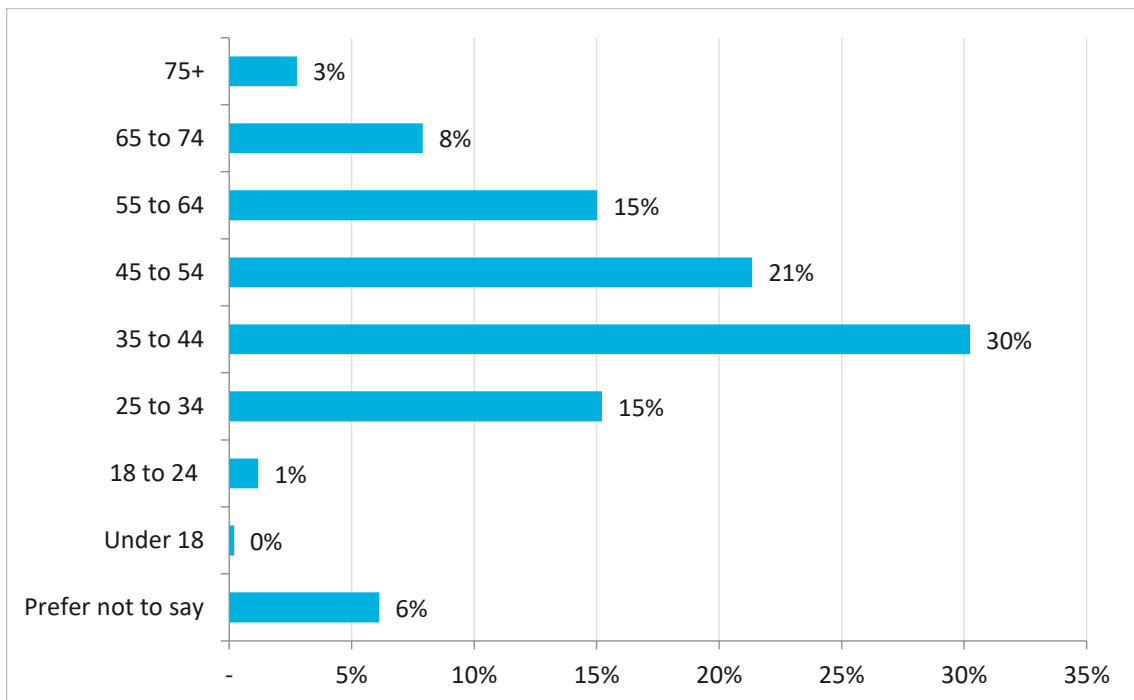


Figure A.6: What best describes your gender identity?

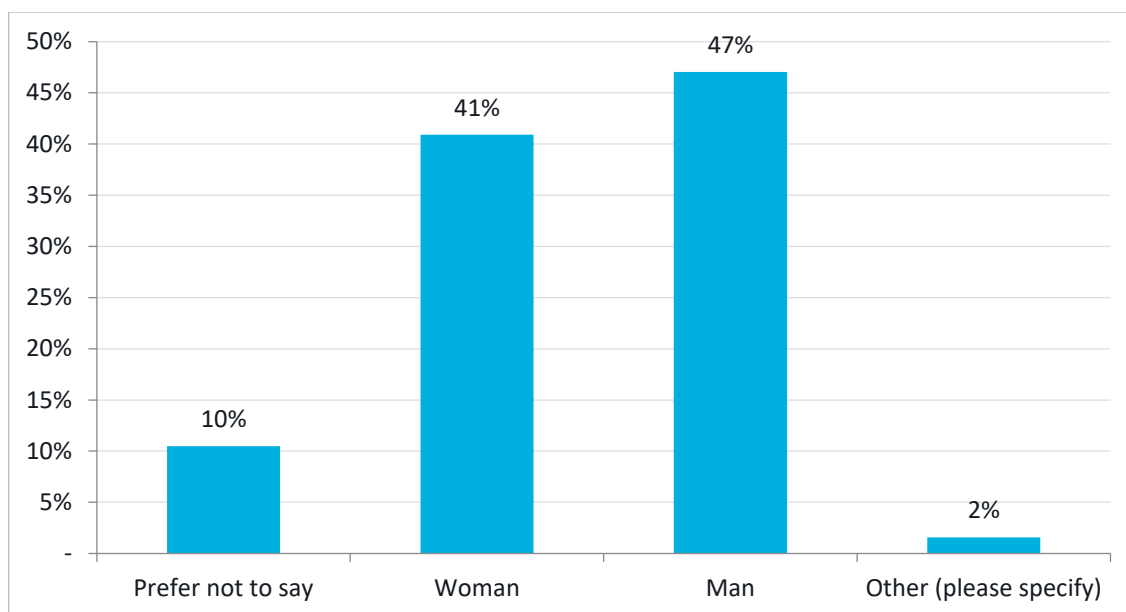
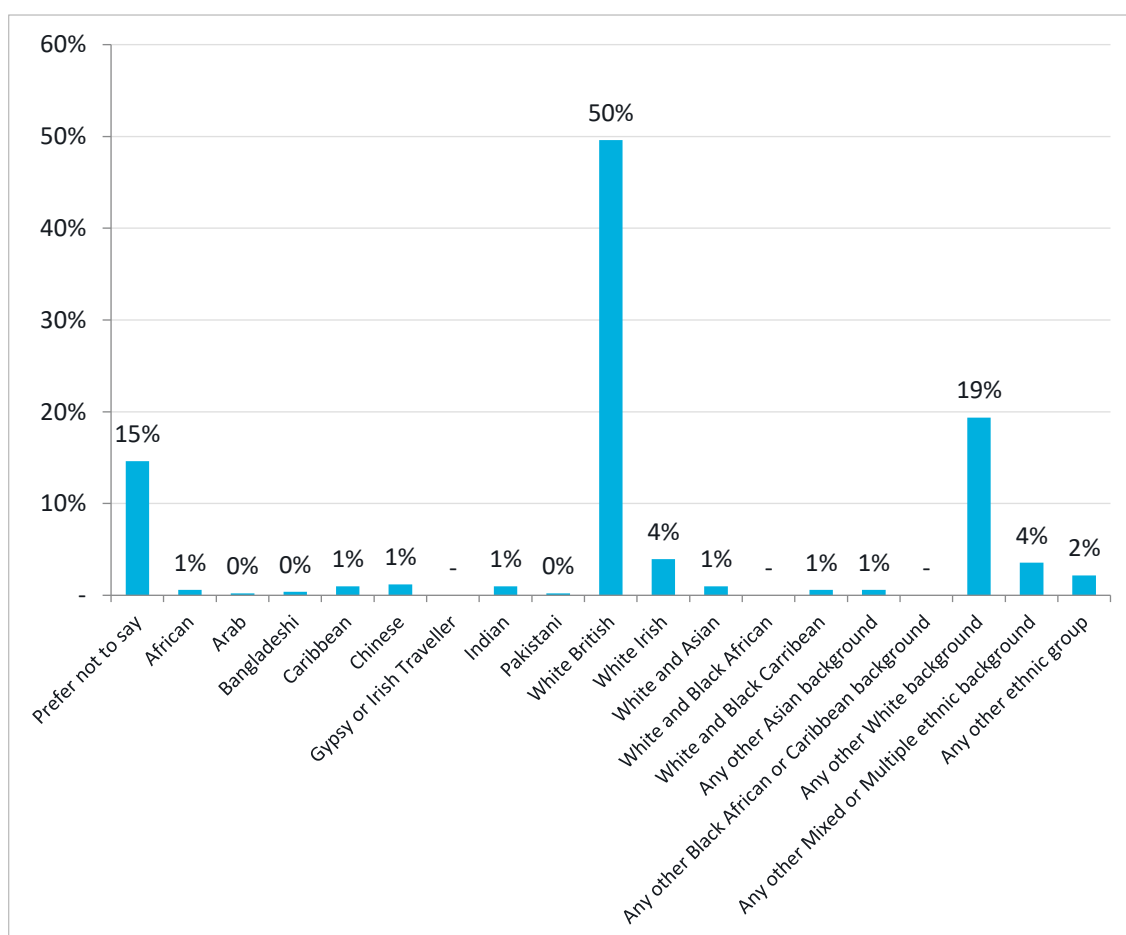
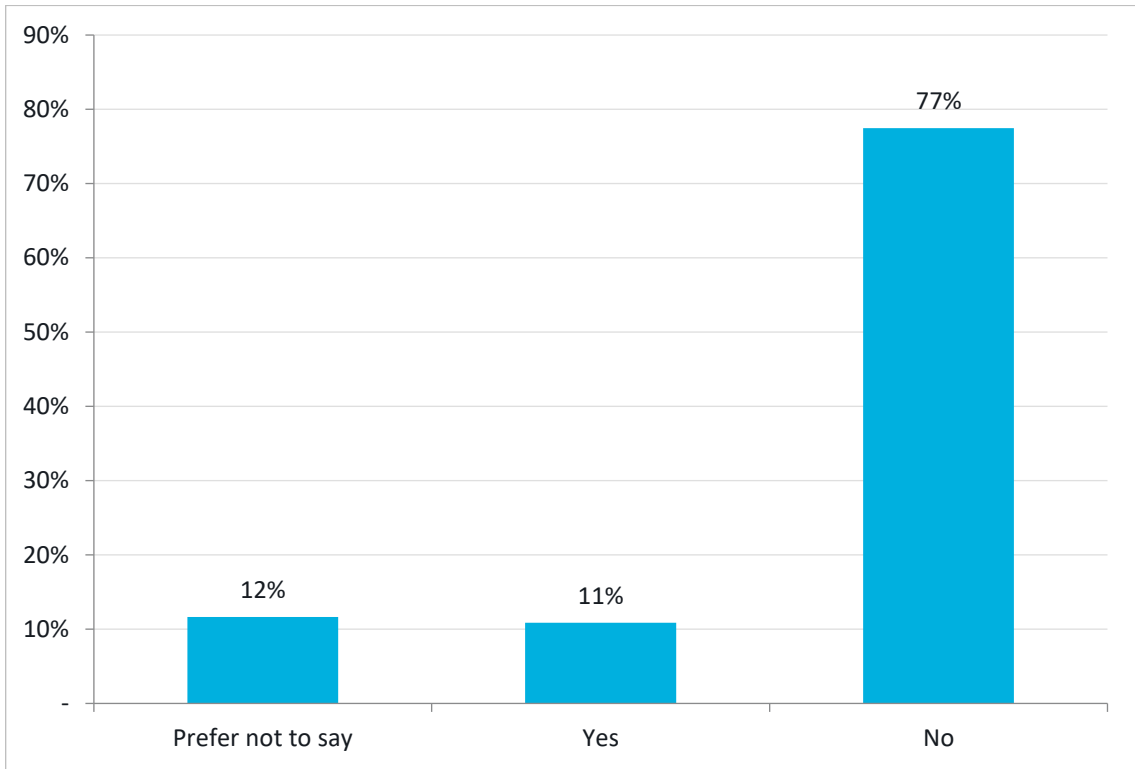


Figure A.7: What is your ethnicity?



**Figure A.8: Do you consider yourself as having a disability, long term illness or impairment that affects your day-to-day activity?**



# Appendix B: Full open question outputs

## Full code frame outputs from open question analysis; all respondents, car owners and non-car owners

Table B.1: Full open question outputs

Theme	Code	All respondents	Own or have access to a car or van	Own or have access to a car or van
<b>General</b>	Support scheme, no further/limited detail provided	88	32	56
<b>Cycling</b>	Opposition to / concern over / suggested changes to the plans for the cycle route through Ferntower Road (proposal 5)	64	33	31
<b>Private Vehicle Traffic</b>	Concern that the liveable neighbourhood results in congestion on boundary/ neighbouring roads and areas	49	36	13
<b>Suggested Amendments</b>	Suggest increasing green space/biodiversity/ensuring green space is attractive	31	11	20
<b>Suggested Amendments</b>	Suggest the scheme should include greater cycling network improvements (i.e. more / segregated / two way cycleways / safer cycle infrastructure)	30	10	20
<b>Equalities</b>	Concern about impact on disabled people/ those with learning disabilities / those with limited mobility / those with mental diagnoses	20	18	2
<b>General</b>	Support due to positive impact for schools/school streets	18	3	15
<b>Vehicle access</b>	Concern that the liveable neighbourhood/traffic filters reduce access for residents, their visitors and/or carers, and those who work in the area	16	15	1
<b>Cycling</b>	Support due to improved cyclist safety	16	7	9
<b>Pollution</b>	Concern that the liveable neighbourhood reduces air quality / does not improve air quality	16	14	2
<b>General</b>	Support for the walking / cycling proposals, no further/limited information given	15	5	10
<b>Suggested Amendments</b>	Suggest the scheme should include greater pedestrianisation of streets (i.e. St Jude's St)/ more provision for pedestrian safety	14	3	11

Theme	Code	All respondents	Own or have access to a car or van	Own or have access to a car or van
<b>Policy Context</b>	Concern that scheme is unnecessary as there was not congestion / through-traffic / safety issues	13	12	1
<b>Safety</b>	Support as the proposals will make the roads safer	13	7	6
<b>Cycling</b>	Concern that people cycle dangerously/speed/on pavements	13	8	5
<b>Private Vehicle Traffic</b>	Concern that the liveable neighbourhood will cause longer journeys (e.g. due to detours)	13	13	0
<b>Suggested Amendments</b>	Traffic calming measures (e.g. speed cameras, lower speed limits) would be more appropriate than filters	12	5	7
<b>Suggested Amendments</b>	Suggest including additional improvements to cleanliness/physical condition of streets/pavements	12	5	7
<b>General</b>	Request that the scheme is dropped	11	8	3
<b>General</b>	Oppose traffic filters	11	8	3
<b>Private Vehicle Traffic</b>	Support as the liveable neighbourhood will reduce traffic/through traffic	11	4	7
<b>Pollution</b>	Concern that pollution is shifted to neighbouring areas	11	9	2
<b>Suggested Amendments</b>	Suggest more cycle parking/storage should be provided	11	6	5
<b>General</b>	Concern that the implementation of the liveable neighbourhood is a waste of time and/or money / resource better used elsewhere	10	7	3
<b>Vehicle access</b>	Concern that the liveable neighbourhood reduces access for delivery / freight / refuse collection/ tradesmen	9	4	5
<b>Economy</b>	Concern about reduced footfall / accessibility to/space outside local businesses	9	6	3
<b>Suggested Amendments</b>	Suggest changing the timings / degree / locations of filtering	9	5	4
<b>General</b>	Support due to positive impact for schools/school streets	8	3	5
<b>Other</b>	Personal data removed from response	8	6	2
<b>Cycling</b>	Support for cycle route through Ferntower Road (proposal 5)	8	2	6
<b>Private Vehicle Traffic</b>	Concern that the liveable neighbourhood restricts road access	8	8	0
<b>General</b>	Oppose scheme due to cumulative impact of nearby schemes	7	7	0
<b>General</b>	Support for traffic filters	7	4	3
<b>Cycling</b>	Support due to improvement to the cycle network	7	5	2
<b>Private Vehicle Traffic</b>	Concern that the liveable neighbourhood will result in speeding within the boundary / on neighbouring roads	7	4	3

Theme	Code	All respondents	Own or have access to a car or van	Own or have access to a car or van
<b>Suggested Amendments</b>	Suggest increasing public space/ pedestrian and cycle infrastructure at the junction between Newington Green and Mildmay Road	7	4	3
<b>Suggested Amendments</b>	Suggest Matthias Rd/ Boleyn Road should remain two way	7	7	0
<b>General</b>	Oppose the scheme, no further/limited detail provided	6	6	0
<b>Equalities</b>	Concern about impact on older people	6	4	2
<b>Safety</b>	Concern that the liveable neighbourhood will not adequately address vehicles speeding in the area/ improve pedestrian safety	6	5	1
<b>Safety</b>	Concern about un-safe streets within the liveable neighbourhood	6	5	1
<b>Walking</b>	Support due to improved pedestrian safety / infrastructure	6	5	1
<b>Cycling</b>	Concern that the liveable neighbourhood does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	6	3	3
<b>Cycling</b>	Concern the cycle lanes dominate the scheme	6	4	2
<b>Public Transport</b>	Concern due to longer bus journey times due to increased congestion	6	5	1
<b>Suggested Amendments</b>	Suggest flood mitigation e.g. SUDS	6	3	3
<b>Suggested Amendments</b>	Suggest extending cycle lanes around whole perimeter of Newington Green	6	2	4
<b>Consultation</b>	Concern that the schemes affect Hackney residents who are less consulted on the interventions	5	3	2
<b>General</b>	Concern sufficient enforcement and signage is needed to ensure the scheme is successful e.g. cameras	5	1	4
<b>Local Environment</b>	Concern that noise pollution will increase as a result of the scheme	5	4	1
<b>Walking</b>	Concern that the liveable neighbourhood does not improve pedestrian safety /environment / pedestrian safety continues to be poor	5	5	0
<b>Suggested Amendments</b>	Suggest cycle/pedestrian priority (general)	5	1	4
<b>Suggested Amendments</b>	Suggest better waste management	5	2	3
<b>Suggested Amendments</b>	Suggest more outside seating for local businesses e.g. The Railway Tavern	5	0	5
<b>Other</b>	Comment unclear	4	3	1

Theme	Code	All respondents	Own or have access to a car or van	Own or have access to a car or van
<b>Consultation</b>	Concern that the Council has not/will not adequately responded to concerns raised about the scheme	4	3	1
<b>General</b>	Oppose the scheme as it won't change people's behaviour	4	4	0
<b>Impact on Residents</b>	Concern for the impact on local residents who are unable to change their commute / use public transport instead of driving	4	4	0
<b>Impact on Residents</b>	Concern the liveable neighbourhood will reduce parking available to residents	4	3	1
<b>Equalities</b>	Concern that the liveable neighbourhood benefits are directed more to wealthier residents	4	3	1
<b>Safety</b>	Concern the scheme will make the area less safe for women after dark	4	1	3
<b>Local Environment</b>	Support for proposals that increase public space	4	2	2
<b>Cycling</b>	Concern the cycleways will not be respected by other road vehicles	4	1	3
<b>Cycling</b>	Concern about conflict between cyclists and other road users	4	4	0
<b>Suggested Amendments</b>	Suggest extending measures beyond current boundary	4	2	2
<b>Suggested Amendments</b>	Suggest changes to street furniture (i.e. individual chairs rather than benches, more seating generally)	4	2	2
<b>Suggested Amendments</b>	Suggest more play equipment	4	2	2
<b>Other</b>	Concern that changes are a 'money-making' scheme/waste of money	3	3	0
<b>Consultation</b>	Concern inaccurate/not enough figures have been used to support the proposals	3	2	1
<b>General</b>	Supportive overall but concerns raised about implementing all / specific proposals	3	3	0
<b>Impact on Residents</b>	Concern that the measure has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)	3	2	1
<b>Impact on Residents</b>	Concern that the scheme will bring negative impacts to residents of neighbouring streets/areas without the benefits of being included	3	2	1
<b>Vehicle access</b>	Opposition to the use of ANPR cameras to enforce restrictions	3	1	2
<b>Local Environment</b>	Concern the liveable neighbourhood will increase anti-social behaviour	3	1	2
<b>Local Environment</b>	Support for the public realm improvements (e.g. planters) as this will improve the street environment	3	0	3

Theme	Code	All respondents	Own or have access to a car or van	Own or have access to a car or van
<b>Local Environment</b>	Support due to limits on parking	3	1	2
<b>Economy</b>	Concern about the impact on local businesses / economy, no further detail provided	3	2	1
<b>Economy</b>	Concern that the liveable neighbourhood causes longer journey times, impacting on businesses	3	3	0
<b>Suggested Amendments</b>	Suggest including a route through for local resident traffic /electric vehicles	3	3	0
<b>Suggested Amendments</b>	Suggest improvements to the road surface in conjunction with scheme	3	0	3
<b>Suggested Amendments</b>	Suggest allowing residents/business owners access/to apply for car access permits	3	3	0
<b>Suggested Amendments</b>	Suggest making more School Streets	3	2	1
<b>Consultation</b>	Concern that consultation is dominated by minority and support is not reflected	2	0	2
<b>General</b>	Support scheme, but concerned about impact on neighbouring / boundary roads and residents of these streets	2	1	1
<b>General</b>	Concern as the designs presenting the proposed changes are not clear / more clarity on the proposals is required	2	1	1
<b>General</b>	Concern the proposals are not ambitious enough / request for further proposals	2	1	1
<b>General</b>	Suggest a previous iteration of the proposals was more suitable	2	1	1
<b>Policy Context</b>	Support the scheme as it is necessary to target congestion / through-traffic / safety issues	2	1	1
<b>Impact on Residents</b>	Support as the scheme will benefit local residents	2	1	1
<b>Equalities</b>	Concern about impact on younger people/children	2	2	0
<b>Equalities</b>	Concern about impact on women / particular sex	2	2	0
<b>Equalities</b>	Support as the proposals make the environment safer for children	2	1	1
<b>Vehicle access</b>	Concern that the liveable neighbourhood reduces access for emergency services/those providing medical care	2	2	0
<b>Vehicle access</b>	Concern that the liveable neighbourhood reduces access for taxis / private hire vehicles	2	2	0
<b>Local Environment</b>	Concern the proposals reduce green space	2	0	2
<b>Walking</b>	Oppose "informal" crossings	2	1	1

Theme	Code	All respondents	Own or have access to a car or van	Own or have access to a car or van
<b>Cycling</b>	Opposition to cycle lanes in general	2	1	1
<b>Cycling</b>	Oppose sharp turns in cycle lanes	2	0	2
<b>Cycling</b>	Oppose raised kerbs	2	0	2
<b>Suggested Amendments</b>	Suggest the zebra crossing on Newington Green by Mildmay Road should be extended across the main carriageway	2	1	1
<b>Suggested Amendments</b>	Suggest streets around Newington Green made completely car-free	2	0	2
<b>Suggested Amendments</b>	Suggest retaining zebra crossing by Lady Mildmay	2	1	1
<b>Suggested Amendments</b>	Suggest adding loading bays for businesses	2	0	2
<b>Consultation</b>	Appreciation for recognition from the council about previous feedback	1	0	1
<b>Consultation</b>	Concern that the consultation needs more time	1	0	1
<b>Consultation</b>	Concern that minority groups have not been involved in scheme production	1	1	0
<b>General</b>	Concern about lack of contingency planning should boundary roads be unexpectedly closed/capacity reduced	1	1	0
<b>Policy Context</b>	Concern that the liveable neighbourhood is ill thought-out / not responding to the problems of the area / scheme objectives	1	1	0
<b>Impact on Residents</b>	Concern that scheme to widen pavement for Railway Tavern doesn't take residents into account	1	1	0
<b>Impact on Residents</b>	Oppose closure of Queen Margarets Grove	1	0	1
<b>Vehicle access</b>	Concern that traffic filters on Boleyn road leave remaining parking inaccessible	1	0	1
<b>Vehicle access</b>	Concern that changes won't be reflected in sat-nav systems which could lead to fines	1	1	0
<b>Local Environment</b>	Concern that the aesthetic of the liveable neighbourhood is poor	1	0	1
<b>Local Environment</b>	Concern about the number of planters which are high maintenance and don't provide a practical improvement	1	1	0
<b>Walking</b>	Suggest zebra crossings over light-controlled	1	1	0
<b>Cycling</b>	Opposed as cycle improvements can be made without closing roads	1	1	0
<b>Private Vehicle Traffic</b>	Concern about impact on electric vehicle parking / charging	1	1	0

Theme	Code	All respondents	Own or have access to a car or van	Own or have access to a car or van
Private Vehicle Traffic	Support the scheme as it could reduce use of local roads as rat runs	1	0	1
Private Vehicle Traffic	Concern scheme will increase private car ownership	1	0	1
Private Vehicle Traffic	Oppose restriction of cars on King Henry's Walk	1	1	0
Public Transport	Support if bus services will remain	1	0	1
Pollution	Support as scheme will result in reduced emissions	1	1	0
Economy	Support as the proposals will improve the area for small businesses	1	1	0
Suggested Amendments	Suggest the St Jude Street filter might be better at the King Henry's Walk end of the street	1	0	1
Suggested Amendments	Suggest planters should be replaced with more outdoor seating	1	1	0
Suggested Amendments	Suggest relocating the existing cycle lane on Kingsbury Road to King Henry's Walk	1	1	0
Suggested Amendments	Suggest preventing taxis and Ubers from passing through the neighbourhood	1	0	1
Suggested Amendments	Suggest yellow box on Shacklewell Lane	1	1	0
Suggested Amendments	Suggest better lighting for safety	1	1	0
Suggested Amendments	Suggest cyclists are diverted from busy roads to quiet roads	1	1	0
Suggested Amendments	Suggest speed bumps around pedestrian crossings	1	1	0
Suggested Amendments	Suggest residents free from restrictions	1	1	0
Suggested Amendments	Suggest reinstating Newington Green toilets	1	0	1
Suggested Amendments	Suggest traffic lights on Newington Green	1	0	1
Suggested Amendments	Suggest bus priority	1	1	0
Other	No response	74	36	38
Other	Part of response is out of scope of question/scheme	14	5	9
Other	Comment requests information	16	11	5
Other	Whole response is out of scope of question/scheme	10	1	9

# Appendix C: Full email coding output

Table C.1: Full code frame outputs from the email coding analysis

Theme	Code	Number of Responses
<b>General</b>	Concern that recently installed planting and seating is being removed/ruined	13
<b>Cycling</b>	Opposition to / concern over the cycle route through Ferntower Road (proposal 5)	13
<b>Equalities</b>	Concern about impact on younger people/children	11
<b>Cycling</b>	Concern that people cycle dangerously/speed/on pavements	11
<b>Cycling</b>	Concern cycling routes are dangerous for pedestrians	10
<b>Economy</b>	Concern about reduced footfall / accessibility to/space outside local businesses	10
<b>Other</b>	Requests for information	9
<b>Cycling</b>	Concern there will be too many different users on the Boleyn Road or Newington Green cycle lanes	9
<b>Consultation</b>	Concern that the schemes affect Hackney residents who have not been consulted on the proposals	8
<b>Private Vehicle Traffic</b>	Concern that the liveable neighbourhood will increase congestion / cause longer journeys (e.g. due to detours)	8
<b>Local Environment</b>	Concern the proposals reduce green space	7
<b>Cycling</b>	Concern cyclists will cut through pedestrian paths	7
<b>Consultation</b>	Concern about lack of consultation on Proposal 5	6
<b>Consultation</b>	Concern accurate information was not adequately shared	6
<b>Other</b>	View that changes are a 'money-making' scheme/waste of money	5
<b>Equalities</b>	Concern about impact on disabled people/ those with learning disabilities / those with limited mobility / those with mental diagnoses	5
<b>Walking</b>	Opposition to replacement of zebra crossings with informal crossings	5
<b>Walking</b>	View that pedestrian spaces would be ruined whilst prioritising cycle lanes	5
<b>Cycling</b>	Concern that the liveable neighbourhood does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	5
<b>Public Transport</b>	View that bus journey times could increase due to increased congestion	5
<b>Consultation</b>	Technical concerns with Let's Talk/ consultation survey	4
<b>Equalities</b>	Concern about impact on older people	4
<b>Safety</b>	Concern about un-safe streets within the liveable neighbourhood	4

Theme	Code	Number of Responses
<b>Walking</b>	Concern that the liveable neighbourhood does not improve pedestrian safety /environment / pedestrian safety continues to be poor	4
<b>Pollution</b>	Concern that the liveable neighbourhood reduces air quality / does not improve air quality	4
<b>Economy</b>	Concern about the impact on local businesses / economy, no further detail provided	4
<b>General</b>	Support scheme, no further/limited detail provided	3
<b>General</b>	Oppose scheme due to cumulative impact of nearby schemes	3
<b>General</b>	Supportive overall but concerns raised about implementing all / specific proposals	3
<b>General</b>	Oppose traffic filters	3
<b>Impact on Residents</b>	Concern for the impact on local residents who are unable to change their commute / use public transport instead of driving	3
<b>Safety</b>	Concern that the liveable neighbourhood will not adequately address vehicles speeding in the area/ improve pedestrian safety	3
<b>Cycling</b>	Request for increased safe bike parking	3
<b>Cycling</b>	Concern cycle route is unnecessary	3
<b>Consultation</b>	Concern inaccurate/not enough figures have been used to support the proposals	2
<b>Consultation</b>	Concern consultation information was not clear	2
<b>Consultation</b>	Concern that minority groups have not been involved in scheme production	2
<b>Consultation</b>	Concern regarding accessibility of online event	2
<b>General</b>	Oppose the scheme, no further/limited detail provided	2
<b>General</b>	Support scheme, but concerned about impact on neighbouring / boundary roads and residents of these streets	2
<b>General</b>	Concern that the implementation of the liveable neighbourhood is a waste of time and/or money / resource better used elsewhere	2
<b>General</b>	Concern about increased traffic	2
<b>General</b>	Support for Proposal 3	2
<b>General</b>	Support for Proposal 2	2
<b>Equalities</b>	Request for a copy of the Equality Impact Assessment	2
<b>Safety</b>	Support as the proposals will make the roads safer	2
<b>Local Environment</b>	Concern that the aesthetic of the liveable neighbourhood is poor	2
<b>Cycling</b>	Opposition to cycle lanes in general	2
<b>Private Vehicle Traffic</b>	Concern that the liveable neighbourhood results in congestion on boundary/ neighbouring roads and areas	2
<b>Private Vehicle Traffic</b>	Support as the liveable neighbourhood will reduce traffic/through traffic	2
<b>Private Vehicle Traffic</b>	Concern about impact on parking spaces	2
<b>Economy</b>	Support as the proposals will improve the area for small businesses	2
<b>Suggested Amendments</b>	Suggest an improved link for cyclists and pedestrians through Mayville Estate from Matthias Road to Mildmay Road	2

Theme	Code	Number of Responses
Other	Comment unclear	1
Other	Duplicate response	1
Consultation	Concern that the Council has not/will not adequately responded to concerns raised about the scheme	1
General	Opposition movement of Newington Green Primary School entrance from Matthias Road to Mildmay Road	1
General	Concern over lack of mention of Resident Roamer Scheme	1
General	Concern regarding speeding and subsequent safety of pedestrians on Mildmay Park	1
Impact on Residents	Concern that the scheme will bring negative impacts to residents of neighbouring streets/areas without the benefits of being included	1
Impact on Residents	Concern the liveable neighbourhood will reduce parking available to residents	1
Vehicle access	Concern that the liveable neighbourhood reduces access for emergency services/those providing medical care	1
Local Environment	Support the increased green space in proposals	1
Local Environment	Concern green spaces will not be well maintained	1
Cycling	Support that the liveable neighbourhood improves cyclist safety	1
Cycling	Concern the cycleways will not be respected by other road vehicles	1
Cycling	Concern about conflict between cyclists and other road users	1
Cycling	Concern a low kerb will not prevent use by motorbikes	1
Private Vehicle Traffic	Concern that the liveable neighbourhood restricts road access	1
Private Vehicle Traffic	Concern about impact on vehicle movement from West to East	1
Public Transport	Concern Stoke Newington has poor public transport	1
Pollution	Concern that pollution is shifted to neighbouring areas	1
Pollution	Support that the liveable neighbourhood improves air quality	1
Pollution	Concern that there will be an increase in noise pollution	1
Suggested Amendments	Suggest pedestrian crossing on Wolsey Road should be squared off to slow traffic	1
Suggested Amendments	Suggest segregated cycling along Essex Road	1
Suggested Amendments	Suggest making Grosvenor Avenue and Beresford Road one way with a cycle lane linking to Mildmay North and South	1
Suggested Amendments	Suggest more frequent general litter dog foul bins	1
Suggested Amendments	Suggest care to be taken to not disturb the York stone conservation	1
Suggested Amendments	Suggest better enforcement to prevent fly tipping along Mildmay Grove North and South	1
Suggested Amendments	Suggest dedicated disabled parking bays outside properties for Blue Badge Holders	1

Theme	Code	Number of Responses
<b>Suggested Amendments</b>	Suggest yellow box junction on the intersection with Shacklewell Road and Alvington Crescent	1
<b>Suggested Amendments</b>	Suggest a Pelican crossing on Mildmay Road/Mildmay Grove North	1
<b>Suggested Amendments</b>	Suggestion to direct cyclists from cycleway 1 on Jude Street down Mildmay Grove, onto Grosvenor Avenue, and then up Pertherton Road from the roundabout near Canonbury Station.	1
<b>Suggested Amendments</b>	Suggest residents within Mildmay are exempt from the traffic filters	1
<b>Suggested Amendments</b>	Suggest enhancing connectivity to NHS facilities	1
<b>Suggested Amendments</b>	Suggest maintained vehicle access to Matthias Road/Crossway/Boleyn Rd	1
<b>Suggested Amendments</b>	Suggest Ferntower Road cycle path be on one side of pedestrian space rather than through the middle	1
<b>Suggested Amendments</b>	Suggestion for Mildmay Grove North to be two-way for cycling	1
<b>Suggested Amendments</b>	Suggestion to install early-stage lights at the junction of Boleyn Road and Crossway	1
<b>Suggested Amendments</b>	Suggest improvements to cycle storage unit on Mayville Estate	1
<b>Suggested Amendments</b>	Suggest improvements to cyclist safety along Mildmay Park	1
<b>Suggested Amendments</b>	Suggest improvements to cycle routes diverted from Kingsbury Bridge	1
<b>Suggested Amendments</b>	Suggest a filter on Mildmay Road at the junction with Newington Green	1

# Appendix D: Consultation events

## Online consultation event comments and London Borough of Islington (LBI) responses

A.7 Table D1 below sets out the transcribed meeting notes from the question and answer portion of the online meeting held on Monday, 25 September on Microsoft Teams.

**Table D.1: Online consultation event comments and LBI responses**

No	Attendee question/ comment	Officer response
1	<ul style="list-style-type: none"> <li>You have referenced air quality improvements as a motive, could you point me to the data which shows this would be achieved?</li> <li>You have stated there is low level of car ownership or access to a car in the area - how is that measured? As anyone <i>can</i> have access to a car.</li> <li>Finally there is a special needs school off Wordsworth Road, have you taken into account how pupils will access the school?</li> <li>Concern that traffic levels on Matthias Road will not reduce</li> </ul>	<ul style="list-style-type: none"> <li>Regarding air quality, we know that it impacts our health. Increases the risk of a range of conditions. We know that road traffic is the major source of emissions in London. The people-friendly streets programme is a mechanism of action, ideally aiming to reduce the impact of pollutants. By restricting traffic, we are limiting the exposure of people to pollutants.</li> <li>We have our annual air quality status report, our 2022 report is published and 2023 is soon to be published.</li> </ul>
2	<ul style="list-style-type: none"> <li>What will be the impact of putting a filter on Boleyn Road on the already high levels of traffic on Newington Green and Mildmay Park? Where will the traffic be diverted to?</li> <li>What improvements are you going to make to Mildmay Park beyond fixing the pavements, as they are also very narrow, and it needs further improvements.</li> </ul>	<ul style="list-style-type: none"> <li>Our data on traffic filtering, thus far across 7 neighbourhoods. We have seen an overall decrease of 3% on boundary roads, and a substantial decrease on internal roads. We expect that any traffic impact on Newington Green will not be a surging increase in traffic.</li> <li>As they are ETO we can test and amend them if necessary.</li> <li>We are also reviewing accessibility.</li> </ul>
3	<ul style="list-style-type: none"> <li>I am delighted to see progress on this project</li> <li>Has the provision of shared mobility (cars, scooters, cycles) been considered? Will there be any mobility hub or delivery hub delivered?</li> </ul>	<ul style="list-style-type: none"> <li>One project that is emerging at the council are the e-bike parking hubs. To install e-bike hire cycle hubs. I am not sure if any have been set aside for Mildmay yet, and we would do the appropriate engagement and planning if that was to go ahead in the area. We are also investigating how we can move goods from larger vehicles to smaller.</li> </ul>
4	<ul style="list-style-type: none"> <li>You have talked about the co-design process which you seem proud of, but as far as I am concerned as someone who lives near the Ferntower patio, we do not feel consulted with.</li> <li>I have drawn out the proposed cycle path with chalk and no one I spoke to was aware of it.</li> </ul>	<ul style="list-style-type: none"> <li>This project has been a project we have spoken about for some time. At the centre of the question is the why, why this proposal (5) at this specific location? Our engagement has shown that a lot of people face difficulties on the crossings in this area, so it is not just about cycle improvements. Ferntower is a really important</li> </ul>

No	Attendee question/ comment	Officer response
	<ul style="list-style-type: none"> <li>I think that this is a very successful public, social, pedestrian space and a cycle path will reverse that. I think this element of the plans specifically should be dropped.</li> <li></li> <li><i>The resident later added:</i></li> <li>My question was not why you've made this proposal, my comment was that you have not consulted with us. The leaflets were misleading.</li> <li></li> </ul>	<p>point for connectivity. We definitely want your views on this.</p> <ul style="list-style-type: none"> <li>We are here now, so let's take this opportunity for a continued dialogue about these changes.</li> </ul>
5	<ul style="list-style-type: none"> <li>I also wanted to talk about Ferntower patio, but I was aware that it has been under consideration.</li> <li>I think the cycle route should go through this point, however I do have some concerns about the speed of cyclists. Cyclists currently go through this area anyway. But perhaps the route could be designed in a way to ensure they travel through in a controlled way, so it feels safer for everyone else?</li> </ul>	<ul style="list-style-type: none"> <li>Regarding the speeds of cyclists in this area, currently and after a change to the built environment. Currently there is no infrastructure so it is lawless, and there are cyclists who do not ride through in a considerate way. We can look at how the physical design can reinforce the behaviours we want to see.</li> </ul>
6	<ul style="list-style-type: none"> <li>I wasn't able to see the presentation.</li> <li>Regarding the number of car owners, I would also like to know where this data comes from, as I always experience difficulties parking my car in the evening.</li> <li>What will happen to the parking spaces on Boleyn Road when the cycle lane is put in? Where will people who need their cars park?</li> <li>Finally, in improving the liveability and safety of the area could you consider improving the lighting around the estate?</li> <li>Will residents be able to access the through road as has been done in some other areas?</li> </ul>	<ul style="list-style-type: none"> <li>The car ownership figures come from the 2021 census.</li> <li>Regarding parking, a key element we undertake is to understand the parking stress in those areas. We conduct a parking survey to understand key areas that are oversubscribed or under-subscribed. We also need to encourage active travel, walking cycling, and therefore have to consider holistically people who use all methods. It's a conversation of trade-offs, we know that these other modes have a number of benefits for health and sustainability.</li> <li>Finally, on lighting – a bit of a difficult one as it is not within the liveable neighbourhood scope, but it is complementary. Sits within another team who undertake brightness tests, if there are particular areas please get in touch and we can pass that on.</li> </ul>
7	<p><i>Cllr Kay passed on a question/comment from a resident with visual impairments:</i></p> <ul style="list-style-type: none"> <li>Concerns about the cycle path on Ferntower Road</li> <li>Concerns regarding the placement of any new street furniture and cycle stands. This needs to be done so in a way which does not cause conflict for visually impaired pedestrians.</li> </ul>	<ul style="list-style-type: none"> <li>The real question there is about street clutter, and ensuring that placement of street furniture is done so in a way that does not impede people with visual impairments, and also contributes toward creating a great place.</li> <li>All new furniture on King Henry's Walk will be on the extended footway, so will be an improvement on existing walkway.</li> </ul>
8	<ul style="list-style-type: none"> <li>I want to endorse what another resident said about Ferntower patio. This is a very successful residents' space. I don't understand why it has been included in these proposals. This is a</li> </ul>	<ul style="list-style-type: none"> <li>Ferntower is a fantastic little pocket of Islington. We want to maintain the slowness, the safety. A question was about the cycle way 1 connection. It goes from Tottenham to the City, but it has</li> </ul>

No	Attendee question/ comment	Officer response
	<p>lovely social space, and I don't think you will be able to slow down cyclists enough.</p> <ul style="list-style-type: none"> <li>You mentioned Cycle Route 1, but I don't even know where that is, so it does not feel relevant to the proposal.</li> <li>Can't cyclists share the road with busses on Grosvenor Avenue and go along Mildmay Grove North?</li> <li></li> </ul>	<p>missing links and that's something we are trying to address with that proposal.</p> <ul style="list-style-type: none"> <li>You asked why cyclists couldn't share the road with buses on Grosvenor road. It is something we will look into. Newington Green Road is very busy for cyclists and pedestrians.</li> </ul>
9	<ul style="list-style-type: none"> <li>You have noted that the plans have been informed by feedback, I am interested to see the data that has been collected/used. I am curious who the people were who gave comments.</li> <li>I am curious about the disparity between the people who respond and those who are impacted. We have a number of residents in our building who are not able to attend meetings like these.</li> <li>I live in Conrad House, and we have been fighting for improved safety <i>within</i> the building, to tackle anti-social behaviour, and crime. I feel like some of this money should have been spent on tackling that.</li> <li>I would also like to hear more about the source of the car ownership and car usership data, as people might not necessarily own cars, but might use them.</li> </ul>	<ul style="list-style-type: none"> <li>We spoke about car ownership data, it's very clear it's from the 2021 census.</li> <li>Regarding who informed these plans. We post as much on the Let's Talk page. We have a 15 page summary document about everything we heard, how it was collected, so I would encourage you to read that.</li> <li>Regarding funding of safety improvements within buildings, could Cllr Kay answer on that?</li> <li>We have really tried to tackle this issue with inclusivity in the engagement on this project. We have tried to set up a range of different type of events. We have discreet events with equalities groups, disability campaigners, minority ethnic communities within the area. We have put a lot of effort to make it more representative, but we are aware there's always more progress to be made and would appreciate any suggestions on that.</li> <li>Cllr Champion: The Housing Department manage the estates, but we are in conversation with them. This money is particularly granted to the council to deliver a traffic/liveable neighbourhood scheme.</li> </ul>
10	<ul style="list-style-type: none"> <li>When were the businesses on Ferntower and Newington Green informed there was a proposed cycle lane, do you have any evidence the businesses support this scheme.</li> <li>The cycle lane through Ferntower road will reduce seating in the area.</li> </ul>	<ul style="list-style-type: none"> <li>We take business engagement seriously. A thriving local economy is a key aim. The businesses will have been leafleted. We have had officers door knock every single business, including leaving postcards for those who were not available. Most businesses were aware. Some support, some do not. We have tried to touch base with every business through at least two different ways.</li> <li>Regarding seating, wherever we can we try to provide more seating. And ideally better placed seating. We know a lot of elderly people need safe high-quality places for refuge.</li> </ul>
11	<ul style="list-style-type: none"> <li>Will the filtering create increased traffic on Mildmay Groves?</li> <li>Is there a significant problem with e-bikes being left on the pavement blocking passage for pedestrians including parents and disabled people.</li> </ul>	<ul style="list-style-type: none"> <li>We anticipate that our plans will reduce traffic on all these roads.</li> <li>Regarding e-bikes, our colleagues in Active Travel strategy are consulting on a number of e-bike hire on carriageway parking bays. We know that</li> </ul>

No	Attendee question/ comment	Officer response
		<p>the nature of these bikes is that they are left wherever.</p>
12	<ul style="list-style-type: none"> <li>I am a driver, cyclist, pedestrian, and member of Newington Green Action Group. We campaigned for things including an east west cycle route, but I don't believe this to be the ideal location.</li> <li>When the planters were installed, we asked about a cycle lane and were told it would not be a suitable location</li> </ul>	<ul style="list-style-type: none"> <li>Cllr Bell-Bradford: The context is, something that came through feedback, is that there is a difficulty coming down Green lanes to connect with the wider cycle network. A main issue being how do you get east to west across the borough. We had a look at using Green lanes, but for various reasons wasn't practical. We also looked at using the Mildmay Groves, but when we drew up proposals, found those to be lacking. We felt that the improvements as part of wider improvements at Newington Green was the best proposal. Does it entirely maintain the experience of Newington Green? I'm not so sure of that.</li> <li>Mat: pedestrians will always have priority at the zebra crossings as per the law.</li> <li>Cllr Kay: We have been told by council officers that this is the best design. We hope that by putting it out there we could get some improvements or better suggestions. It is unfortunate that the opinion on the cycle lane has changed so drastically. We do need east-west cycle routes, but we also need to not ruin successful pedestrian spaces.</li> </ul>
13	<ul style="list-style-type: none"> <li>Mildmay Park has no proposals for widening, seating or planters.</li> <li>You said 'you told us' but we said while we want improved cycling and walking we did not want to see further road closures.</li> </ul>	<ul style="list-style-type: none"> <li>There are significant greening opportunities on Newington green. There's additional build outs and pedestrian improvements. But would love to hear suggestions for other areas. We are proposing to improve loading, and there's opportunities to expand pedestrian space alongside those.</li> <li>Regarding wanting cycling and improving but not filtering, these are connected.</li> </ul>
14	<ul style="list-style-type: none"> <li>How will residents living on Princess May Road and surrounding area access their homes by car when travelling from the west?</li> </ul>	<ul style="list-style-type: none"> <li>Every single dwelling is still accessible by car. It may not be the preferred route, and may be a longer route, but will be accessible and will achieve aims of improving the experience, cycling, walking, air quality.</li> </ul>
15	<ul style="list-style-type: none"> <li>Really grateful for the work that has been done so far</li> <li>Is traffic going to continue to come down from Newington Green Road, along my road (Mildmay Grove South), and onto King Henry's Walk?</li> <li>Crossing Mildmay Park is fairly unpleasant to cross as a pedestrian or cyclist?</li> </ul>	<ul style="list-style-type: none"> <li>So on Mildmay Grove S, traffic will not be able to cut through Newington Green and Balls Pond Road via Mildmay Grove South and King Henry's Walk.</li> </ul>
16	<ul style="list-style-type: none"> <li>It is a wonderful scheme overall, but has some room for further improvements</li> <li>Mildmay Park could be improved further, such as with a further pedestrian crossing between</li> </ul>	<ul style="list-style-type: none"> <li>Question around if we could do more, yes there's always more improvements. There are not many crossings in this area. The issue we come up against is the bus lane from TfL. There's a</li> </ul>

No	Attendee question/ comment	Officer response
	<p>Balls Pond Road and Mildmay Grove. This would improve access to the library.</p> <ul style="list-style-type: none"> <li>I am very pleased with the changes to King Henry's Walk, but there is an opportunity for even more greening, such as at the end of Mildmay Grove North. I would like to see a rain garden for example.</li> </ul>	<p>compromise between how much space we need for the crossing vs impact on the bus lane.</p> <ul style="list-style-type: none"> <li>More greening, we all want to see more greening especially rain gardens.</li> </ul>
17	<ul style="list-style-type: none"> <li>Thanks to the council for getting this funding for our area.</li> <li>I think the consultation has been very extensive, so much so that I somewhat wish the scheme had been delivered quicker.</li> <li>Ferntower <i>is</i> going to be challenging. I use it as a pedestrian and also wish I could cycle through it. I support it but think it will have challenges.</li> <li>For the greening, and design, please could we get a proper placemaking consultant involved to make sure that is the best possible design with some creativity.</li> <li>I hope someone from the council will actually walk around the estate and the area to understand the difficulties walking around and see first hand the puddles and cracked pavements.</li> <li>I think these plans will make a remarkable difference to the area, so please keep going</li> </ul>	<ul style="list-style-type: none"> <li>Thank you, a lot of work has gone into this. I think we have found a good balance on consultation.</li> <li>We know Mayville estate is not very accessible and that's why we are making improvements, but if you have specific suggestions please let us know.</li> <li>Cllr Kay: wanted to make clear we've had a commitment that all these plans are also being reviewed by a design review panel, that will I hope address that seating and material choices are all the best.</li> </ul>

## In person consultation event comments

A.8 Table D2 sets out the full notes from the in-person consultation event held on Wednesday, 27 September at Newington Green Primary School.

**Table D.2: In person consultation event comments**

Theme/ proposal	Comments
General	<ul style="list-style-type: none"> <li>• Poor quality pavement in Mildmay - have reported them before to the council but no changes have been made yet. Causes danger for wheelchair users.</li> <li>• What are the overall costs/benefits to of closing down roads and filling up boundary roads and creating displaced traffic. Making journeys more inefficient will disproportionately affect (e.g.) people with kids.</li> <li>• These plans are setting up conditions for there to be "winners" and "losers". Low income residents from polluted areas will receive more pollution, whereas residents from wealthy areas will experience the peace + quiet. The positive or negative impacts that residents will receive as a result of these measures a "lottery"</li> <li>• Need empirical data to understand overall benefits of liveable neighbourhoods</li> <li>• Creating longer journey times leads to more pollution. Creating "engineers congestion" which causes issues for residents</li> <li>• Data about traffic levels may tell one story, but lived experience of residents indicates different story. Long-term residents receive higher levels of pollution. These schemes actively disadvantage working class people.</li> <li>• Monitoring traffic levels: do equipment pick up stagnant traffic?</li> <li>• There is a need to deter cars, but LTNs are not achieving this</li> <li>• "Drivers obey the rules, cyclists do not"</li> <li>• Plans seem to be in favour of cyclists, giving them more power on the road, leading to dangerous road conditions for pedestrians.</li> <li>• How much cooperation is there with Hackney Council to coordinate ease of Northbound journeys for special needs vehicles</li> <li>• Pollution argument for LTNs contested - understanding that the scheme increases congestion in some areas so where does the pollution go?</li> <li>• These changes need a whole-London approach rather than a borough-by-borough approach</li> <li>• If proven that proposed plans do not work, what will council do? And will this data be published? Are there further opportunities to stop this from going forwards?</li> <li>• From a safety perspective, will cyclists' behaviours be monitored, if so, how? I.e. cyclists who offend traffic rules. Particular concern when there is a school nearby</li> <li>• Don't want to change a system or network which has no issues as it still functions.</li> <li>• Largely support the schemes as a whole, and always support cyclist facilities, but not at the expense of pedestrians.</li> <li>• Too drastic and makes residents want to leave the neighbourhood.</li> <li>• Filters creates single point of failure on network, e.g. Essex Road – if there's an issue the whole network will be compromised.</li> <li>• Cyclists don't stop at lights, crossings and ignore the rules of the road.</li> </ul>
St. Jude Street	<ul style="list-style-type: none"> <li>• No blockages should be made - ambulances and other emergency vehicles won't be able to get through.</li> <li>• There should be cameras to check that people using parking areas for Blue Badge holders have badge on display.</li> <li>• Bollards generally disliked</li> </ul>
Proposal 1	<ul style="list-style-type: none"> <li>• Concerns about emergency vehicles not being able to go through if planters are in the way.</li> <li>• King Henry's Wharf traffic filter - what are the benefits of this and would it push traffic onto Mildmay Road.</li> <li>• Concerns that Balls Point Road will come to a standstill.</li> </ul>

Theme/ proposal	Comments
	<ul style="list-style-type: none"> <li>Communal bins – Queen Margaret Grove or opposite pub on St Jude St. Keep businesses in touch re proposals.</li> </ul>
Proposal 2	<ul style="list-style-type: none"> <li>Who will benefit wider pavements? Would rather funds being spent on them getting mended.</li> </ul>
Proposal 3	<ul style="list-style-type: none"> <li>Concerns that creating a school street would make journeys for emergency services unnecessarily complicated.</li> <li>St Paul’s Road may be blocked 24/7. Full road closure would be problematic for fire services.</li> <li>Concerns about signage for "through street" access - should make it clear that emergency vehicles can go through.</li> </ul>
Proposal 5	<ul style="list-style-type: none"> <li>Cycle lane - unnecessary to have double cycle lanes when this could have been shifted to roads that were further away (south of the Green).</li> <li>On the A10, nowhere for large service vehicles (e.g. vans) to go. Vehicles will be channelled into Matthias Road which faces extra obstruction with the cycle lanes. Vehicles need access to these routes for necessity, e.g., travelling to/from Essex. Have there been talks with TfL about prohibited roads?</li> <li>Will shut down options for people travelling west (Ferntower Road)</li> <li>Pedestrians, cyclists and drivers are not sharing the space well. Cyclists are not courteous - they cycle on pavements, they're fast, go the wrong way, and leave bikes everywhere (due to lack of parking infrastructure)</li> <li>Cyclists behave poorly so why are they prioritised in these plans? Plans enable cyclists to perpetuate dangerous behaviour.</li> <li>Existing cycle lanes are not used by cyclists.</li> <li>Replace zebra crossings with pelican crossings at Newington Green junction.</li> <li>Question of whether you can add cyclists' traffic lights and signage to make pedestrians feel safer.</li> </ul>
Balls Pond Road	<ul style="list-style-type: none"> <li>Removal of bus lane to be converted into 2-way cycle track - not favourable.</li> <li>Considerable amount of pollution on this road.</li> </ul>
Mildmay Park	<ul style="list-style-type: none"> <li>School experiences high levels of traffic and pollution all day (not just during peak hours).</li> <li>By diverting route from Matthias Road, fumes are funnelled into school</li> <li>People get into accidents with cyclists here "regularly".</li> <li>Weight restrictions can pose an issue (e.g. for large service/emergency vehicles).</li> <li>Fatalities on Mildmay Grove South and Mildmay Park - vehicles and cyclists.</li> </ul>
Boleyn Road	<ul style="list-style-type: none"> <li>Few opportunities to turn. Strong case for creating a left turn at Dalston Junction.</li> <li>Pushing traffic towards Dalston pinch point - which was Hackney Council's strategy, which has not worked.</li> <li>No left turn onto Kingsland High Street has resulted in higher traffic through Newington Green and King Henry’s Walk.</li> <li>Already too much traffic and will be further offset here when the scheme is introduced increasing pollution across the neighbourhood as a whole.</li> </ul>
Mildmay Road	<ul style="list-style-type: none"> <li>Taking out a significant number of parking bays – not positive for those who need to park (e.g. blue badge holders).</li> <li>Mildmay Road North - how does the loading bay help pedestrians?</li> <li>Trees are an issue for mobility.</li> <li>Oppose cycle route through due to conflict with school children (cyclists will travel fast particularly in absence of cars).</li> <li>Pub - expand public area – to create more room for ped’s/tables &amp; chairs. Seems a missed opportunity.</li> </ul>
West end of scheme (Ferntower)	<ul style="list-style-type: none"> <li>Cyclists travel too quickly - don't want to encourage them to travel more quickly from Newington Green through to Ferntower Road with the cycle path.</li> </ul>

Theme/ proposal	Comments
Road cycleway)	<ul style="list-style-type: none"> <li>• Don't want to introduce the cycleway through existing pedestrian area - people enjoy sitting here and children play. People would no longer be able to sit here in a relaxed manner without the fear of cyclists speeding past, and wouldn't want children to play as poses safety risk.</li> <li>• Possibility of re-routing the cycleway to not go on Ferntower Road.</li> <li>• Needs to consider pedestrian priorities.</li> <li>• Suggest if this is implemented that speed bumps are introduced on the cycle track to monitor speed, and that it is not signed obviously as to further encourage.</li> <li>• Adjust curb height on Ferntower Road onto the existing pedestrianised section so it's more accessible.</li> <li>• It's a conservation area.</li> <li>• Object to the principle and the lack of engagement.</li> <li>• Cyclists will come through too fast, it's highly dangerous as well used by pedestrians milling around and meeting people.</li> <li>• Shops losing parking spaces. Removal of benches that are well used.</li> <li>• During rush hour cyclists will speed through. Other routes could be used. I call them bicycle roads not 'paths' as bikes go as fast as cars. Need to find ways to slow cyclists down or keep them fully segregated from pedestrians.</li> <li>• Think about the environmental impact of digging up a fairly recent schemes, the more that is changed the more CO2 wasted.</li> <li>• Improve lighting there and ensure cars travel 20mph. Ensure delineation between cycle route and pedestrians if going ahead e.g. Highbury Corner.</li> <li>• Supportive but only if cycle route is made more visible. It will formalise what is already happening. Add measures to slow cyclists e.g. rumble strips between the planters where peds wouldn't walk on them, or thinner routes with more horizontal deflection.</li> <li>• If problem is with cyclists using the space informally, it will get worse if you formalise it. Make a parallel route instead.</li> <li>• Worried about the impact on the cafes – less attractive to site there with cyclists whizzing past. Less space for them? Currently everyone mixes there and it's a really positive space.</li> </ul>
East end of scheme (zebra crossings)	<ul style="list-style-type: none"> <li>• Suggest having a traffic filter across Mildmay Grove instead of a zebra crossing to restrict traffic flow.</li> <li>• In favour of zebra crossing and loading bay space.</li> <li>• Risks for pedestrians being hit by cyclists.</li> <li>• Existing risks for pedestrians crossings due to tree - would like this to be chopped down/ trimmed/ continued maintenance of foliage and trees.</li> <li>• The layout is messy.</li> </ul>
Newington Green	<ul style="list-style-type: none"> <li>• 2-way vehicle traffic flow around Newington Green.</li> <li>• Cycle contraflow (two-way) on Mildmay Grove.</li> <li>• Raise zebra crossing – visibility really poor for vehicles to see pedestrians and vehicles come through fast. Improve lighting especially near to crossings.</li> <li>• Cars go too fast on Newington Green Road, make 20mph and add speed cameras – they are successful further north up the road. Not adequate crossing facilities to south of Ferntower Road.</li> <li>• Cycle route south of Newington Green compromises pedestrian accessibility and they will come through too fast.</li> <li>• Newington Green Road needs to be calmed.</li> <li>• Matthias Road into Newington Green - blind spot for ped crossing. Build out more / change angle of crossing. Improve lighting. Raise the three crossings. Cars are often frustrated when they get here so don't want to stop.</li> </ul>
King Henry's Walk/	<ul style="list-style-type: none"> <li>• Very positive views towards this scheme - think there is existing issues with traffic/ vehicles travelling very quickly from King Henry's Walk onto Mildmay Grove North. Will be good to have less traffic, slower moving traffic, and an improved road layout.</li> </ul>

Theme/ proposal	Comments
Mildmay Grove North	<ul style="list-style-type: none"> <li>• Resident at junction owns a property with a driveway - would engage/ consult with the council to get rid of the driveways and extend larger pavements/ greening.</li> <li>• Trees have been cut down, would like them/ greening to be reinstated.</li> <li>• Lots of properties that were previously commercial are now residential - feels as though the scheme is designed for commercial space and not benefitting residential.</li> <li>• Not needed, use funding elsewhere.</li> </ul>
Bins	<ul style="list-style-type: none"> <li>• More public bins, especially around shops.</li> </ul>
Seating	<ul style="list-style-type: none"> <li>• People should be invited to dwell, not using anti-homeless seating and architecture. Chairs with backs to support elderly residents/ others who benefit from this. More public seating in general would be welcome, viewed as very valuable.</li> </ul>
Planters/ greening	<ul style="list-style-type: none"> <li>• Vandalism of space and existing pleasant streets (Mildmay Road).</li> <li>• Block the road and get vandalised.</li> </ul>
Lime bikes	<ul style="list-style-type: none"> <li>• Want to have designated bays so they aren't dumped everywhere.</li> </ul>
Buses	<ul style="list-style-type: none"> <li>• Don't need as many bus routes coming through Newington Green - too much pollution.</li> </ul>

## Control Information

### Prepared by

---

Steer  
14-21 Rushworth Street  
London SE1 0RB  
+44 20 7910 5000  
www.steergroup.com

### Prepared for

---

London Borough of Islington  
Islington Town Hall  
Upper Street  
N1 2UD

### Steer project/proposal number

---

24556201

### Client contract/project number

---

### Author/originator

---

Alice Stewart-Cox

### Reviewer/approver

---

Hannah Thomas

### Other contributors

---

Andrey Afonin, Tessa Wordsworth

### Distribution

---

Client:

Steer:

### Version control/issue number

---

01  
03  
04  
05  
06

### Date

---

02/11/2023  
27/11/2023  
21/12/2023  
01/02/2024  
19/06/2024

